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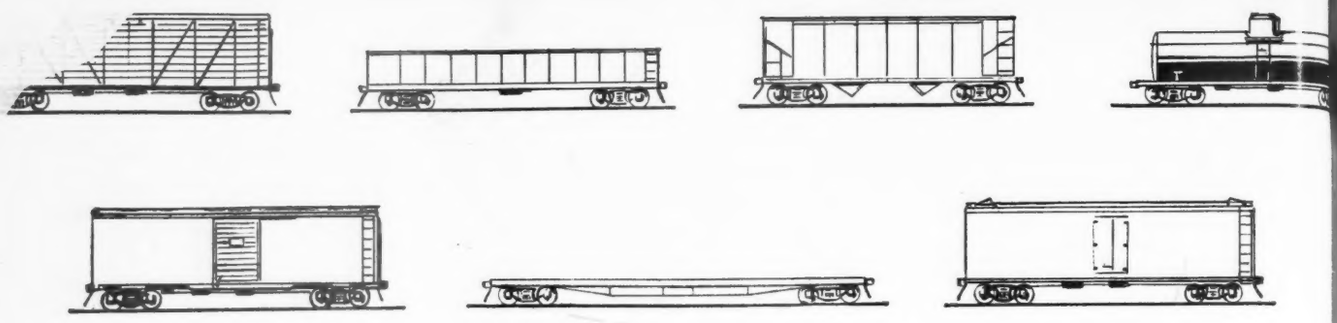
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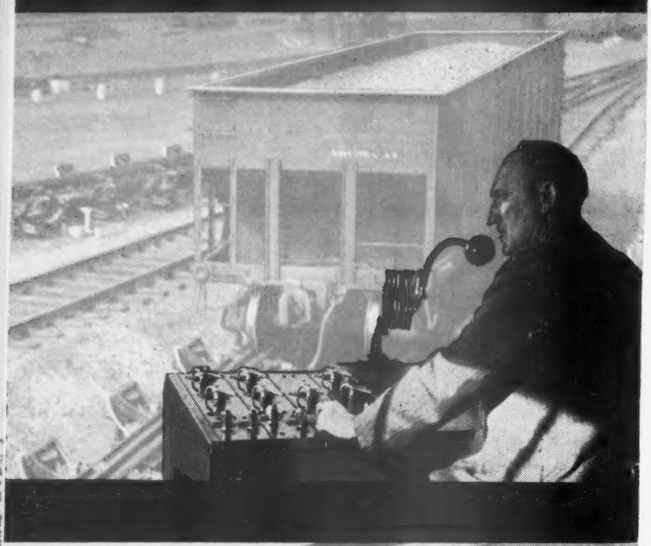
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FREIGHT PROGRESS AT A GLANCE

YEAR OF DECISION—FOR PROGRESS: American railroads have traditionally achieved their greatest triumphs in the face of adversity. Some of the brightest chapters in railroad history have been their repeated victories over flood, fire and storm; their magnificent transportation performance in the face of almost insurmountable obstacles during World War II; their amazing recovery under private operation from the debacle of government operation in World War I. And so it seems likely that, in future perspective, 1949 and the first quarter of 1950 will be less remembered as a time of declining and disappointingly low freight traffic, than as a time when the railroads took positive steps to hold and to regain such traffic. On that basis, the past 15 months have been a period of broad achievement on many fronts, the record of which *Railway Age* presents in this —its 1950 Freight Progress Issue.

YEAR AT A GLANCE: The 1949 and early 1950 traffic record is summarized briefly in the article which begins on page 155. Hinted at therein, also, are the "calculated risks" which the railroads are taking to reverse that record by giving to shippers fast, dependable, damage-free transportation at the lowest possible rates. What the railroads are doing to attain that goal, and how they are doing it, is told in more detail in the articles which follow.

SPEED AND MORE SPEED: Most spectacular speed-up of freight operations in recent months has been the recent inauguration of second-morning delivery of l.c.l., forwarder and some carload freight between New York and Chicago, with second-afternoon arrivals in Louisville and St. Louis. How the job is done by one of the participating railroads is told in an eye-witness story (page 179) by a *Railway Age* editor who rode the B.&O.'s "Time-Saver." But there have been other important, if less spectacular, speed-ups in many other freight schedules. The detailed list and two-color maps following page 183 show 34 railroads in all parts of the country operating 124 "overnighters" a total distance of 42,985 miles each weekday night. If speed is what shippers want, the railroads are aiming to give it to them.

RATES TO MOVE THE FREIGHT: One of the railroads' greatest problems in meeting competition—particularly from private and contract carriers—has been the rigidity of the closely regulated railroad rate structure. But within recent months the railroads have begun to propose a series of selective rate cuts designed to hold and to recapture traffic. Their activities in this direction have already produced gratifying evidence of a more realistic attitude toward rates on the part of both regulators and shippers. What's being done is told on page 164.

TOWARD BETTER EQUIPMENT: Even the best equipment won't, by itself, insure top-notch service—but such service is impossible without at least good equipment. And so, as the article on page 167 shows, the railroads are devoting time and money to improving both quantity and quality of their cars and locomotives. New cars ordered since January 1 already far exceed those ordered in all of 1949, with the total further boosted just this week by a Pennsylvania commitment for 10,000 new cars—*the largest single car order placed exclusively with contract builders since 1924.* Increased attention is being devoted, too, to development of special purpose cars for handling specific commodities.

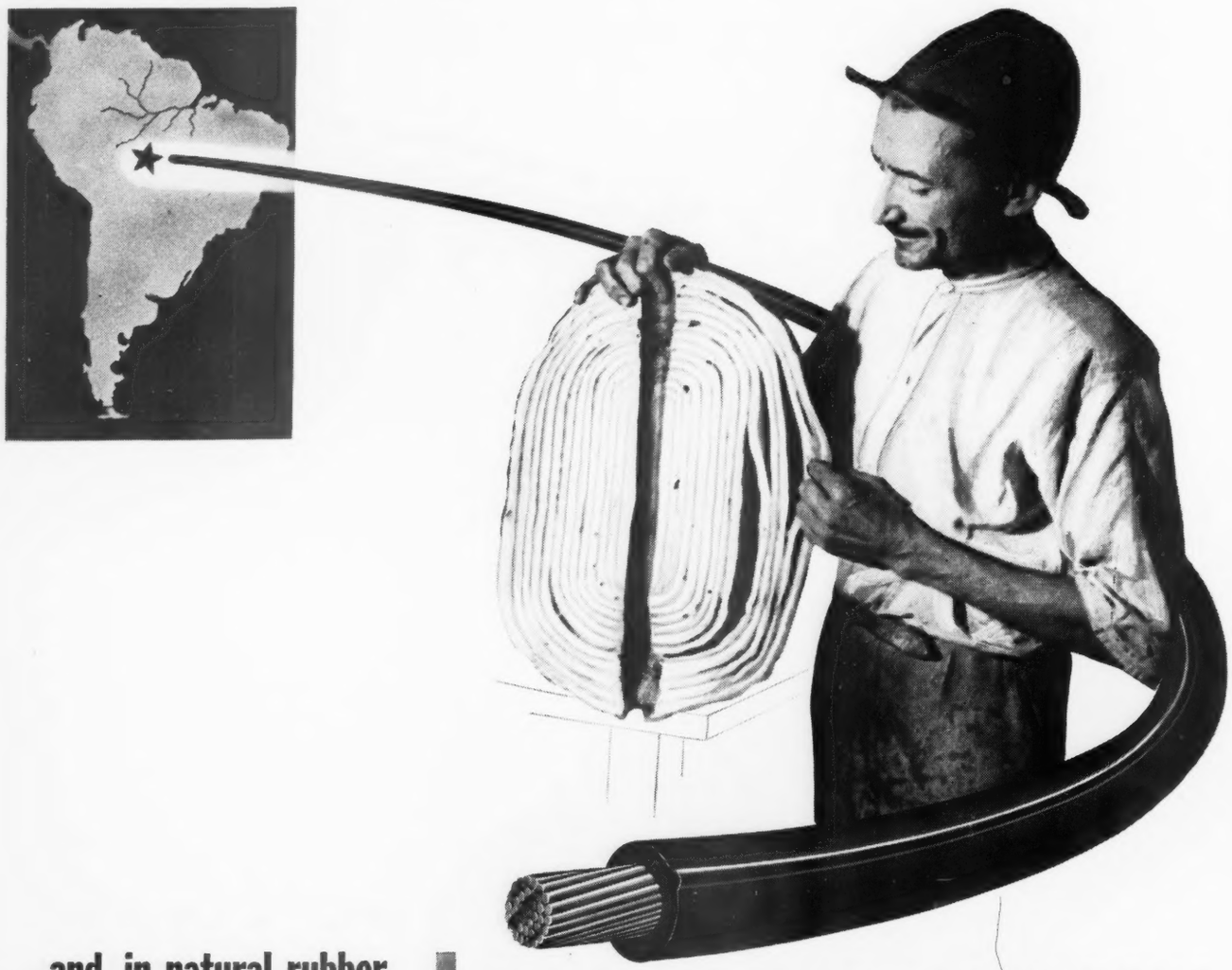
CUTTING DOWN LOSS AND DAMAGE: There is, admittedly, still room for improvement, but better equipment, education and training are adding up to both relative and absolute reductions in freight-claim payments. What has been done, and what is being done toward a still better record, is told on page 176.

L.C.L.: As revealed by the article on page 172, there is considerable difference of opinion among railroad men themselves as to the profitability of l.c.l. traffic. But as that article, and the one on page 183, show—and as recent efforts at service improvement fully demonstrate—the railroads are making a determined effort to hold what l.c.l. business they now have and to win back some of what they have lost. One of their major weapons in that effort is mechanization of freight stations, to improve the handling of merchandise—and other—freight, and cut the cost of doing so. The list of 817 unit-load-handling stations which begins on page 200 is 20 per cent larger than last year's list, and over 70 per cent larger than the first such list of 480 stations compiled two years ago.

BEHIND THE SCENES: Railroad freight service, like any other far-flung activity, is not all on the surface. Much of it is behind the scenes—in track maintenance, in signaling and in other activities which the railroads, unlike some of their competitors, perform for themselves at their own expense. No story of Freight Progress would be complete without some mention of such activities, and so they are reviewed, albeit briefly, in articles on track maintenance (page 192); signaling (page 196); radio communications (page 198), and operating procedures adopted to cushion the impact of the 40-hr. week (page 174).

MASS MOVEMENT—AND COORDINATED DEPENDABILITY: Nearly everyone recognizes that the railroads are still supreme for such mass movements as the simultaneous shipment of storage grain and newly harvested crops (page 188). But not everyone realizes what many automobile manufacturers have learned—that *dependability* of rail service permits maintenance of minimum inventories and virtual elimination of warehousing. How these manufacturers maintain an "inventory on rails," making freight cars an integral part of their assembly lines, is told on page 162.

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ARE SHIPPERS DESTROYING THEIR POWER?

How many shippers realize that the continued socialization of transportation will deprive them of the power they always have had over transportation and transfer it completely to the politicians? The most fundamental difference between capitalism and socialism is that under capitalism the *customer* dictates the economic process, while under socialism the *government* — i.e., the legislators and bureaucrats who constitute government — dictate production, distribution and incomes.

The *theory* of socialism is that the *people* — i.e., the voters — do the dictating, but this theory is never carried out in practice.

Under capitalism every purchase of goods or transportation made by an individual or a company is a vote motivated by the intelligent self-interest of the buyer for what he wants produced and, incidentally, for the success and progress of the company from which he makes the purchase. But how, under socialism, can millions of people vote with intelligent self-interest for what they want provided and for those who will give the most for their money?

Shall the Shippers Decide . . .

Take transportation, for example. The shippers, large or small, are the customers, and buy transportation from those who produce it. They know what they want and what they get, and they transfer their patronage from one railroad to another, from one kind of carrier to another — railroad, waterway, highway or even air — in accordance with their opinion of the value of the service rendered in proportion to the rates charged. But under socialism all means of transportation are owned by the government, all traffic is carried by the government and all earnings from its movement are received by the government. So why should the government care or be influenced by whether a shipper transfers his freight from one carrier to another?

The politicians and bureaucrats who compose government care only about how the people vote on election day, which comes around only once in two or four years, or in the case of United States Senators, six years. And, unlike shippers, a vast majority of voters know nothing about the transportation of freight — whether service is better or rates are higher by this carrier or that, why service is what it is, or rates are what they are, or what can and should be done to make service better or rates lower. And shippers have so few votes *in elections* that they are virtually devoid of the *political* influence necessary to get and keep men in government who desire and can cause the development and management of means of transportation necessary to rendering good service at commensurate rates.

A point of the greatest importance that only a few shippers seem adequately to realize is that *every step,*

however small, taken in the socialization of any kind of transportation reduces the power that shippers in this country always have had largely to dictate the kind of transportation they will have and what they will pay for it. Who always does the deciding about how much each railway will spend in improving its property and service? Ostensibly, its stockholders, directors and management do so; but, actually, the shippers largely determine these decisions. They have done it and are still doing it by increasing the traffic they give to the railways giving them the most for their money and reducing traffic they give to the railways that give them the least for their money.

Who dictates the amounts spent on inland waterways and highways, and how and where they are spent? The politicians. And are they influenced by desire to give shippers what they need and desire? On the contrary, their decisions are determined entirely by *political* considerations—by the belief of each politician regarding what will get him the most votes on election days.

. . . Or the Politicians?

But to the extent that appropriations subsidize carriers by waterway, highway and airway, they determine the rates shippers pay these carriers and influence their decisions as to whether they will ship by rail or other means of transportation. And the more appropriations of public funds cause diversion of traffic from the railways, the more they divert from the railways the earnings necessary to enable the railways to effect improvements and economies in service. The inevitable ultimate result of this process is plain. It will drive the railways into government ownership and they will drag along with them all other carriers. Then all appropriations for and expenditures on means of transportation will be made by politicians for political reasons, and shippers will have lost the influence and power they have heretofore had as customers to determine the development of transportation and the service and rates in which it results.

For reasons given in an editorial, entitled "The Power of the Shippers," in the April 22 issue of this paper, all this can still be prevented by the shippers. But they cannot prevent their power from being transferred completely to the politicians without agreeing upon, publicizing and fighting for a sound government transportation policy giving all carriers equality of opportunity to provide the service, incur the costs and provide the rates which shippers, and hence the nation, need.

Following World War I shippers furnished the paramount influence which returned the railways to private operation and prevented government ownership. By their organization and work in the Regional Shippers' Boards they largely made it possible for the railways to abolish car shortages between World War I and World War II and to handle, with greatly depleted equipment, the vastly increased traffic of World War II. Shippers, railways and the people derived enormous benefits from these activities of the shippers. The opportunity shippers now have to cause adoption of a sound transportation policy is the greatest opportunity they have ever had to serve themselves and the nation.

TRUTH WILL OUT

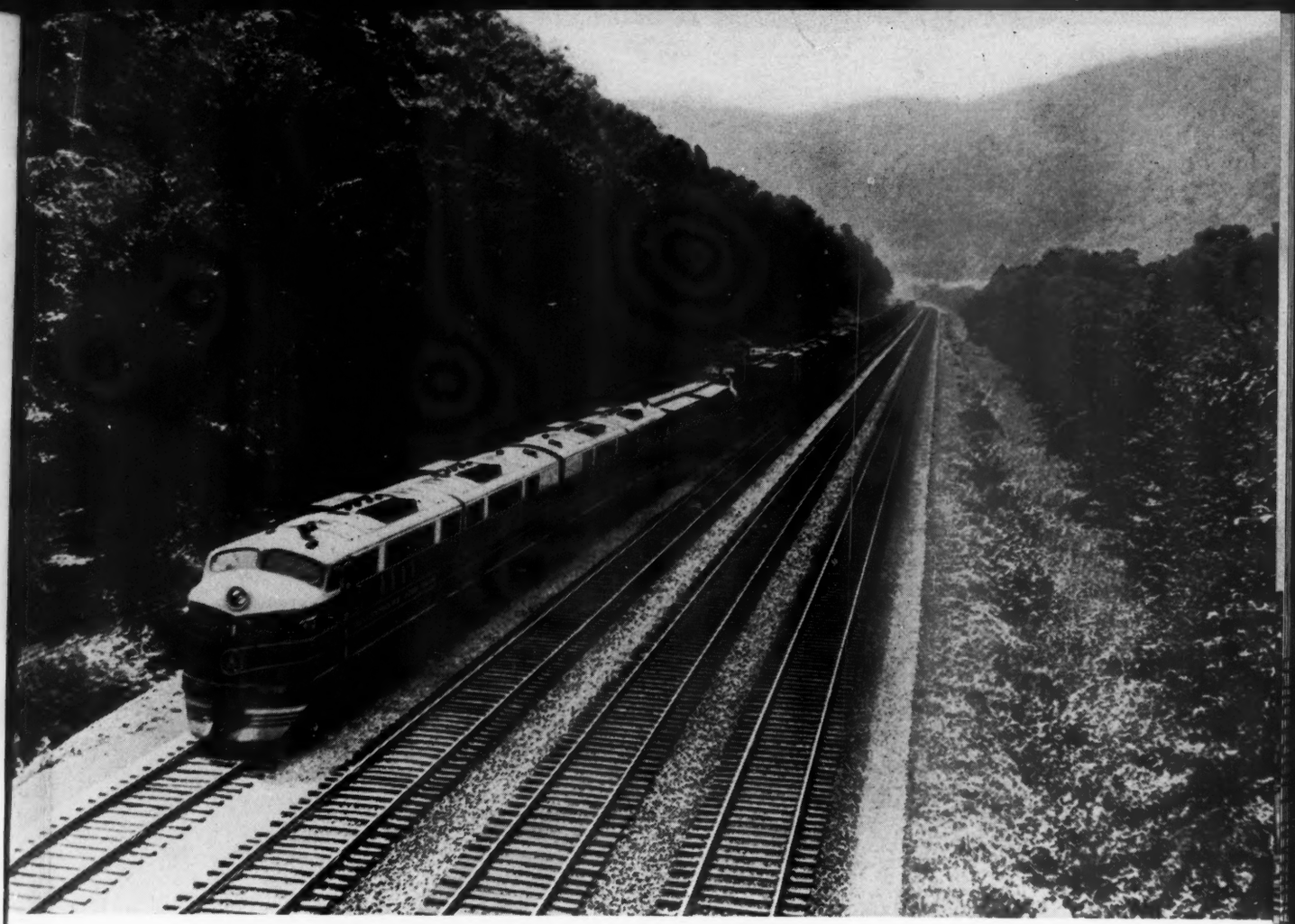
For more than two decades railroad spokesmen have been conscientiously and courageously hammering home the fact that development of a sound, healthy national transportation system can never be achieved until all agencies of transportation stand squarely on their own feet, pay all their own costs, and operate under approximately equal regulations. It often seemed that theirs was a voice crying in the wilderness, falling upon deaf ears.

But now at last the truth is beginning to come out—and the essential merit of the railroads' long-term position is receiving an increasing measure of recognition by federal and state officials, by disinterested survey organizations, and by shippers.

Commerce Secretary Sawyer, for example, in his report of last December to President Truman, called for immediate consideration of a "general system of user charges" for government-provided transportation facilities — water, highway and air. The Brookings Institution, in its study of "National Transportation Policy," unequivocally urged assessment on users rather than on general taxpayers of costs of government-owned transportation plant; and partial de-regulation of railroads. Governors and highway engineers of states from New Jersey to California, and from Illinois to Louisiana are beginning to talk frequently and forcefully about the necessity of obtaining an adequate proportion of highway revenue from commercial intercity trucks, of keeping weights and sizes of those trucks within limits highways can stand, and of ending the widespread weight-law violations of which large numbers of trucks are demonstrably guilty.

Shippers, too, are apparently beginning to realize that a short-term advantage of lower rates for a favored few is not necessarily a long-run economy for all — as witness the recent Westinghouse Electric Corporation's declaration of transportation policy and the still more recent petition of 16 major grain-trade organizations for an investigation of the economic effects of long-distance trucking.

The men and the organizations who have made these statements are not, as the American Trucking Associations recently described some of them, "political hacks serving at the pleasure of competitive interests." They are not "controlled" by the railroads. The simple fact is that the railroads have been telling the truth — and, to repeat, the truth is coming to be recognized as such.



EQUIPMENT BUYING "BOOMS"

The strong upward trend since the first of the year in railway purchases of equipment was emphasized this week by the Pennsylvania's $50-million order for 10,000 freight cars, reported on another page in this issue. Orders placed before May 1 already had amounted to about $240 million, substantially more than the total of equipment orders placed during the entire year 1949.

NEW CONCEPTION OF SERVICE

The role of the railroads in cutting the inventory needs of their customers has never been more important than today, when obsolescence, spoilage and price fluctuations are so much to be feared. The conception of railroad transportation as a powerful ingredient of the industrial-commercial complex is not new. Back in the late Twenties, J. J. Bernet used to woo traffic for the Van Sweringen roads by computing the amount of interest on inventory he could save shippers by speeding up deliveries and reducing the volume of goods "in the pipe line." He estimated that two million freight cars were in transit. Their contents were worth at least $2 billion. Since six per cent interest thereon amounted to $120 million a year, he figured that shippers could save $330 thousand a day in interest alone if the delivery of freight could be speeded up by just one day.

Since his time, a virtual revolution in subcontracting, assembly, storage and distribution has occurred in many large-scale businesses — a fact which makes fast, reliable freight transportation not only a saver of interest charges and inventory losses but an integral part of business' time-cycle. There are many customers of the railroads who require ultra-reliable service. An article in this issue, for example, describes how automobile assembly plants operate on a hand-to-mouth material basis because daily railroad delivery of their inventory-in-transit is taken for granted. The movement of pipe and fittings for new oil and gas lines to a large number of "railheads" is carefully scheduled to keep material moving up to "the front" and high-paid crews in production. The movement of popular magazines in bulk, with subsequent retail or mail distribution, is another sensitive operation.

Like salesmen in most businesses today, the railroads are finding that modern merchandising is no longer a matter of persuading a customer to take your goods as they are, but of working out with him a means by which he can use your product to best

mutual advantage. Railroads have certain inherent advantages, such as mass movement, diversion and reconsignment and transit privileges. They are at their worst in handling small individual shipments for diffuse or "out of channel" distribution. This paper has been privileged to publicize recent plans worked out between railroads and large shippers which save money for both parties, cut inventory and assure prompt customer delivery, by a judicious admixture of unit loading, pool cars, break-bulk warehouses and carefully scheduled rail service. The most significant characteristic of these plans is that they use the railroad plant at its best, through the use of mixing rules, transit privileges and the maintenance of a steady flow of traffic.

The railroads are playing a big role in the consummation of these and other types of "traffic plans," particularly in aiding the location of new plants and warehouses. At least one road has gone so far as to help shippers get in touch with sources of capital for financing or leasing warehouse and assembly plant facilities.

The modern conception of railroad transportation demands that the general level of freight service be raised to that of the best which now exists. The railroads, in a sense, are a single carrier. From 70 to 80 per cent of all l.c.l. shipments, for instance, are interline. Good service by one line can be more than offset and spoiled by the indifferent performance of a connecting road. To quote the vice-president of traffic of the Westinghouse Electric Corporation: "It is a known fact among shippers that there are wide differences among railroads in matters of service. There seems to be no reason why the performance of the laggards should not approximate that of the best."

COMPETITION COMPLICATES FREIGHT CARS

The ideal inventory of freight cars which railway executives and operating officers would like to see approached on their own roads would be made up of box cars, gondolas, hopper cars, stock cars and flat cars. With these types everything moved by rail except perishables can be handled, if suitably packaged. Such an inventory would be cheap to provide. With the exception of stock cars, the multiple utility of these basic car types simplifies the supplying of cars and permits a maximum of return loads, which means a minimum of empty car mileage.

This, however, is not the ideal of the shipper. What he would like to see would be an inventory made up of these basic types, with all their variations, and a supply of all of the special types of cars which have been developed to handle a limited number of products more efficiently than they can be handled in any one of the basic types. These special types include principally tank cars, which themselves are specialized to meet the requirements of a variety of liquid products (some branches of the chemical industry were made by the development of tank cars suitable for the bulk distribution of their products); refrigerator cars, which have added tremendously to the variety of the American diet and developed a nationwide market for products of agriculture, the distribution of which would otherwise have been limited to purely local markets; and covered hopper cars, which have eliminated the necessity of packaging dry bulk granulated or pulverized products. There are also such aids to the shipper as automobile loaders, special loaders for parts used in industry regularly and in quantities. There are loaders which are even useful to the railroads, themselves, in the handling of l.c.l. shipments.

The trend toward more special car types, each suitable for handling a limited number of products, is not likely to be reversed. Before competing transportation agencies became established, the railroads' attitude toward the encroachment of specialized types of cars on the utility of the basic types was not and could scarcely be expected to be enthusiastic. Today, however, the alertness of the railroads' competitors makes it essential that the roads and private car lines, for their own protection, take an aggressive attitude toward supplying special car types wherever they render a useful service to shippers of products moving in quantity.

Such cars, so far as it becomes the responsibility of the railroad to supply them directly, are higher in first cost than the simpler basic car types. Several proposals have been made tentatively to counter this weakening of the urge to buy new cars. Among these are per diem rates which vary with the type of construction of a car or the special equipment on it, or with the age of the car. Per diem rates based on variations in construction are difficult to establish and to administer, first, because of the difficulty of arriving at a general agreement as to the specific features in a car which would bring it up to the standard required for a specific differential in the per diem rate, and, second, because of the unpopularity in interchange of a car for the use of which a high rate is being charged.

The possibility of procuring general-purpose cars on a rental basis seems more promising as a means of effecting an increase in the demand for freight cars than dependence on per diem rates graduated on a standard-of-construction basis. A rate graduated on the basis of age, by which adjustment could be made to compensate the car owner for increases in wage rates and material prices, would be less difficult to establish and agree upon and would not be so difficult to administer. For cars required in limited numbers for special types of lading, the acquirement by lease, or the operation by private car lines, seems to offer the best hope of progress.



Freight Progress Issue—1950

Now that I'm on the other

WHAT'S WRONG AND WHAT'S RIGHT

By GENERAL WILLIAM J. WILLIAMSON

Railroader ~~SHIPPER~~

It is my observation that we have many problems to solve if the country is to have the strong and efficent transportation system so many of us have hoped for so long.

There is entirely too much regulation by federal, state and municipal authorities. Every effort should be made to loosen the stranglehold these bodies have at the present time.

Reject Subsidies

I cannot emphasize too strongly the importance of eliminating all subsidies to whatever mode of transportation—air, water, or highway. If the private enterprise system, by which we have become the strongest nation on earth, is to survive, each mode of transportation must be made to stand on its own feet. The continuance of these subsidies creates an impossible climate for privately supported business—like the railroads—because it eliminates the factor of true economic cost in determining who is to get the traffic. I believe that a recent pronouncement by top executives of Westinghouse Electric Corporation, warning American industry of the damage done to our railroads by subsidized competition, is most timely. I trust that industrial leaders will give it their serious consideration. While I fully recognize the importance of the motor carriers and their place in the national transportation system, I firmly believe they should be confined to distances which can be covered approximately in overnight runs. Long transcontinental hauls by motor carriers are not in the public interest and should not be permitted by either common or contract carriers. A number of these long movements started as a result of maladjusted transcontinental rates on the railroads.



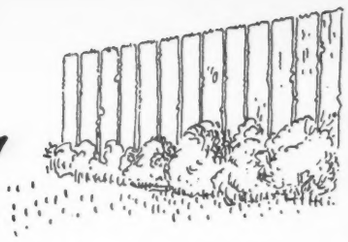
Railroader to shipper to railroader has been the course of Gen. "Bill" Williamson's career. Born in Canada in 1894, he began his working days on the Great Northern. In 1929 he joined Sears, Roebuck & Co., to become that firm's general traffic manager. On the advent of war in 1942 he was called to head up the Army's Traffic Control Division in Washington where he was, in effect, traffic manager for the country's biggest shipper. Here he showed careful concern for the capacity of the country's common carriers and established such measures as the Army-Navy Consolidated Car Service and route-screening to make their job easier. With the rank of brigader general, he returned to civilian life in 1945. He is now executive traffic representative for the Illinois Terminal, and makes his home in Dallas, Tex.

Diesel motive power has become almost unbelievably popular because of its great efficiency. I am sure that, if the possible savings through its use were reflected in railroad rates, almost any competitive situation could be met most satisfactorily. Certainly a greatly increased tonnage could be handled at small additional cost. It is my opinion that if these savings and increased tonnage were properly reflected in the rate structure there would be but little diversion of long-distance freight to either the intercoastal steamship services or motor carriers. Think of what happened to the intercoastal steamship lines in the last war and how puny were the efforts of the long-distance motor carriers when the railroads handled 92 per cent of all freight traffic and, in addition, cared for almost all organized troop movements.

Rates and rules governing shipping practices are in a deplorable condition—due largely to flat percentage rate boosts. The maladjustments the latter have produced are not being corrected as rapidly as they should be. The present method of handling rate adjustments is entirely too cumbersome and slow. We definitely need more dynamic leadership in these matters.

I hope that industrial traffic managers will strive for greater stature in statesmanship and not permit themselves to be drawn into supporting methods and practices that are detrimental to our basic transportation system. It is to the best interest of their separate businesses and our economy as a whole to see that common carrier transport is nourished to full vigor. There can be but little justification for an industry to inaugurate its own private transportation system

side of the fence-



"FROM WHERE I STAND"

By EDWIN A. OLSON

for a movement of only a portion of its goods. I have observed that most of these private movements start because of failure of negotiations between industry and common carriers—both railroad and highway. I seriously question the wisdom of taking such steps, since industry must look to common carriers for the movement of the bulk of its goods. Each diversion further weakens the system on which the industry is so dependent. Only by preserving the highest possible traffic volume on the railroads and other common carriers can we hope for the lowest rates.

Congress has contributed to this chaotic condition. It should long since have removed the tax on both freight and passenger transport which was inaugurated as a war measure. The levy has been retained by the present administration only to swell the "pork-barrel fund." Its continuation is vicious because it penalizes the movement of things and people on our basic common carriers. It encourages further erosion of business to private truck lines and passenger car operations—a trend which is neither in the public interest nor in that of our national defense.

All-Purpose Box Car

While great progress has been made in modernizing railroad motive power and passenger equipment, a new kind of standard all-purpose box car is badly needed. Without going into technical details, I would like to emphasize the need for high-speed trucks with good spring suspension and stabilizers to eliminate the vibration that is present in the conventional standard car of today. The car should also have proper cushion underframes to reduce end shocks. I want also to emphasize the importance of permanent installation in such cars of bulkheads or gates, to serve the same purpose in protecting non-bulk merchandise freight as do baffle plates now installed in tank cars. These devices could be made of lightweight metal and fastened to the ceiling of the car when not in use. They should be built to be adjustable to different positions in the cars and should lock firmly in place in metal slots installed in the sides and floor of the car. Such equipment would eliminate a great amount of shifting of the load in the car. It would also be ideal in blocking off loads in stop-off cars and eliminate the necessity for leveling out the loads for final destination. It would obviate the need for installing temporary

(*Continued on page* 154)

Having spent 22 years in the railroad transportation field, to view it now as a shipper ~~RAILROADER~~ during the past year has been a most interesting experience. After but one year in commercial traffic I cannot pose as an expert—with a panacea for all transportation ills. I aim simply to set forth my own personal reactions from "the other side of the fence."

Roads Unlike

The past year has, indeed, given me a better understanding of the comparative characteristics of the individual roads. I have found that railroads are—like people—varying in their effectiveness, helpfulness, alertness and eagerness to serve. I have, accordingly, been tremendously impressed by the effectiveness of the sales and service organization of some of the carriers—and, by contrast, disagreeably disappointed in others.

Prompt and efficient handling of shippers' problems



Edwin A. Olson started railroading with the Soo Line in 1927 as a stenographer-clerk. He worked up through various positions to become chief clerk to the traffic vice-president in 1936. Mr. Olson was appointed district freight agent at Duluth in 1939; assistant general freight agent at Minneapolis in 1941; and assistant freight traffic manager at Chicago in 1947. About a year ago he left the railroad business to become general traffic manager of Libby, McNeill & Libby, a large canning firm operating more than 40 plants, in the United States and possessions, Canada and Europe, with more than 100 separate food items on its production list. Mr. Olson makes his headquarters at Chicago.

is of greater value today, perhaps, than ever before. For example, information as to the whereabouts of a certain car of freight may often be a deciding factor as to whether a plant can or cannot operate on schedule. Dependability of service presents an undisputed asset for any carrier. Delays to incoming supplies can be costly and sometimes even disastrous to industry. This is no less true on shipments to "the trade"—especially today, when "hand-to-mouth" buying is prevalent. Customers anticipating arrival of merchandise oftentimes "go out on a limb" with preparation and advertising. In such cases, unnecessary delays can be both expensive and embarrassing, resulting in the loss of business to both the carrier and shipper. Here it can readily be seen the carrier plays a most important role, and dependable service is paramount.

The railroad solicitor who takes the shipper's problems seriously is a valuable adjunct to his organization —and a railroad is only as effective as the individuals comprising it. The solicitor who is familiar with the needs of his patrons and offers practical solutions performs invaluable assistance and service to the shipping public. In other words, the freight solicitation man who calls—not to pass the time of day—but to acquaint himself with the shippers' needs and act upon them, is bound to benefit by such action.

In connection with railroad passenger solicitation, I have noted a lack of this kind of interest and activity. Here, I think, the "rails" might well take a lesson from the air lines.

One phase of service offered by certain railroads, which perhaps is not always given proper recognition, is the dissemination of information on rate changes affecting commodities of interest to shippers. This service is one of great value and assistance, as it keeps the traffic manager aware of proposals before the carriers' committees and affords him an opportunity to express his views and protect the interest of his company. Here, again, some carriers do a most outstanding job—another way of combining sales and service.

Industrial Location Aids

I would also say "hats off" to the industrial development departments of the railroads. It has been my experience, during the past year "on the other side of the fence," that they render most valuable assistance not only in the location of sites for new plants, but also aiding in disposal of properties. With the wealth of information which the railroads' industrial departments make available, the shipper has at his fingertips data which would require many months of research, travel and study were he forced to acquire it by his own efforts.

While I am certain that the rail carriers themselves recognize the specific need and place for all types of transportation, nevertheless, I am also certain that everyone must, in fairness, recognize the fact that the railroads are the backbone of our country's transportation system. The valiant performance of the railroads during World War II attests as a working tribute to that fact; we are all familiar with their Herculean performance, against seemingly unsurmountable odds.

In summation: I have found, as a shipper, that the railroads are necessary and vital to the American way of life in both peace and war. Our first line of defense is, and needs must be, a sound and effective railroad transportation system. As such, however, the railroads occupy, in a sense, a position of extreme trust and responsibility to the shipping and traveling public, which should and must serve as a cause for introspection and as a challenge for even greater achievements in the future.

WHAT'S WRONG, WHAT'S RIGHT

(*Continued from page* 153)

dunnage, which has been so destructive to box car equipment. Finally it would end a tremendous amount of damage to freight.

I want to compliment industry generally on the splendid improvement it has shown in using containers better adapted to its products and on better loading and stowing practices, which are surely cutting down the damage account. On the other hand, railroad l.c.l. loadings continue to be bad and sadly in need of more expert supervision and the expenditure of adequate funds for dunnage materials.

Relatively few businesses—large or small—have coordinated and consolidated their production, sales and distribution to take full advantage of the enormous savings possible through consolidation or pool car loadings. While industry generally will always require substantial warehousing facilities, there are many opportunities to eliminate unnecessary warehousing by consolidating shipments into carloads or pool cars for immediate distribution to customers.

It is my opinion that our railroads made a far greater contribution to victory in World War II than any other industrial group. The Department of Justice reparation cases on government traffic handled during the war should never have been dignified with a hearing before the Interstate Commerce Commission or any other agency. They were spawned with malicious intention. All rates on War Department traffic were either approved by me personally or at my direction, and I do not know of a single rate matter that was not handled with the utmost integrity, and in the best interest of the government.



WITH INDUSTRY ON THE MOVE, the work of the railroads' industrial development departments has become increasingly important. A new concept of their responsibility is developing: It is that a railroad must not only help industry to find locations on its lines, but must show it how it can adapt itself to the best utilization of railroad transportation — with emphasis on such things as pool car arrangements and strategic location of distribution warehouses

YEAR OF DECISION—FOR PROGRESS

If a "leg man" reporter's luck holds out and he gets to sit in at a "bull session" of railroaders and their customers at the local traffic club, he soon learns that it is almost impossible to discover a clear trend in the business of freight transportation. Never were people more confused. The principal reason for this condition is not so much lack of what the Army likes to call "an estimate of the situation," as it is the fact that a given answer to any problem automatically involves answers to "tie-in" issues, so that the inquirer finds himself enmeshed in a circle of saw-toothed dilemmas which seem to say: "Okay, buddy, your idea sounds good now, by itself, but how are you going to avoid bottomless pits B to Z, inclusive!" Things generally go like this in a period of upheaval.

One thing is clear, though. The railroads are taking affirmative steps—and big ones. Almost all of them involve calculated risks. The railroads are "betting" that money spent on better plants and equipment will earn enough to pay for the investment. They are wagering that selective rate cuts will recapture enough volume to obviate revenue losses, which they cannot afford. They are taking the chance that merchandise traffic will prove sufficiently remunerative to balance the cost of faster trains and new facilities.

Similarly, they are seeking ways to acquire and share the costs of specialized cars and to utilize them so that extra costs will not defeat the aim of preserving their revenues. They are calculating that their greatly intensified program of employee and customer education in damage-free handling of freight will pay off in reduced claims and greater patronage, to balance the cost of literature, posters, motion pictures, training programs, expanded staffs of trouble-shooters and experts in specific commodities, and their growing research facilities. They are making the "educated guess" that a move in the direction of de-regulation is the most realistic step in a world which seems unable, or unwilling, to make the same rules for their competitors; even the faint signs of a nascent change of attitude in regulatory circles and in government is evidence that the railroads are presenting their case forcibly and ably,

Table 1—CAR LOADINGS—FIRST QUARTER
Percentage Change, 1950 vs. 1949 and 1948

	1949	1948
Grain and grain products	— 6.2	+ 2.7
Livestock	—13.0	—15.8
Coal	—14.8	—27.3
Coke	—24.7	—19.9
Forest Products	+ 0.1	—18.7
Ore	—29.2	—11.1
L.c.l.	—13.9	—26.9
Miscellaneous	— 5.5	—12.3
Total	— 9.3	—17.3

Table 2—HOW IS BUSINESS?

Compared with	1949 Was Up Or Down— Rev. Tons Carried	Rev. Ton-Miles
1948	—19.0%	— 17.5%
1947	—20.2%	— 19.6%
1944	—23.6%	— 28.6%
1939	+40.9%	+ 57.9%
1932	+99.5%	+124.6%
1929	— 4.2%	+ 17.7%
1920	+ 4.4%	+ 28.4%

1944—All-time record year
1939—Prewar "normal" year
1932—Lowest traffic year
1929—Last year of "boom Twenties"
1920—First year of modern era of railroading

in the face of generations of habitual attitudes of repression and discrimination.

In standing firm on the conviction that they want no subsidy for themselves, the railroads are, in effect, taking odds that a day of judgment is at hand. Developments like the Sawyer report on government aids, the Brookings Institution's report on promotion and regulation, and mounting alarm of government bodies responsible for the maintenance and financing of highways over the effects of heavy vehicles, give them hope that their inequities may be alleviated. The fact that a growing number of their customers dare to speak out against uncontrolled public subsidy lends strength to this position.

Traffic

Car loadings in the first quarter of the year were down 9.3 per cent compared with 1949, and 17.3 per cent compared with 1948. As shown in Table 1, loadings in all major commodity classifications were down compared with last year, except forest products. Grain and grain products were up compared with 1948. The commodities committees of the country's 13 regional advisory boards have forecast a rise in loadings in the second quarter of 1950 of 1.4 per cent compared with 1949.

Unfortunately, the more accurate traffic barometer of tons carried and ton-miles is compiled more slowly, so that comparable figures are not available for 1950. The year 1949 showed a drop of 19.0 per cent in revenue tons carried and 17.5 per cent in revenue ton-miles compared with 1948—a substantial decrease. The car loading figures indicate that a still further decline in tonnage occurred in 1950 thus far. Comparisons of 1949's traffic with significant years since 1920 are set forth in Table 2.

Railroad traffic was affected acutely by unprecedented work stoppages in coal mining and steel production—prime producers of railroad tonnage—since the beginning of 1949. Starting July 9 John L. Lewis put his minions on a three-day week. In addition, he called a total of four complete work stoppages in the bituminous mines. Three of them occurred in 1949, as follows:

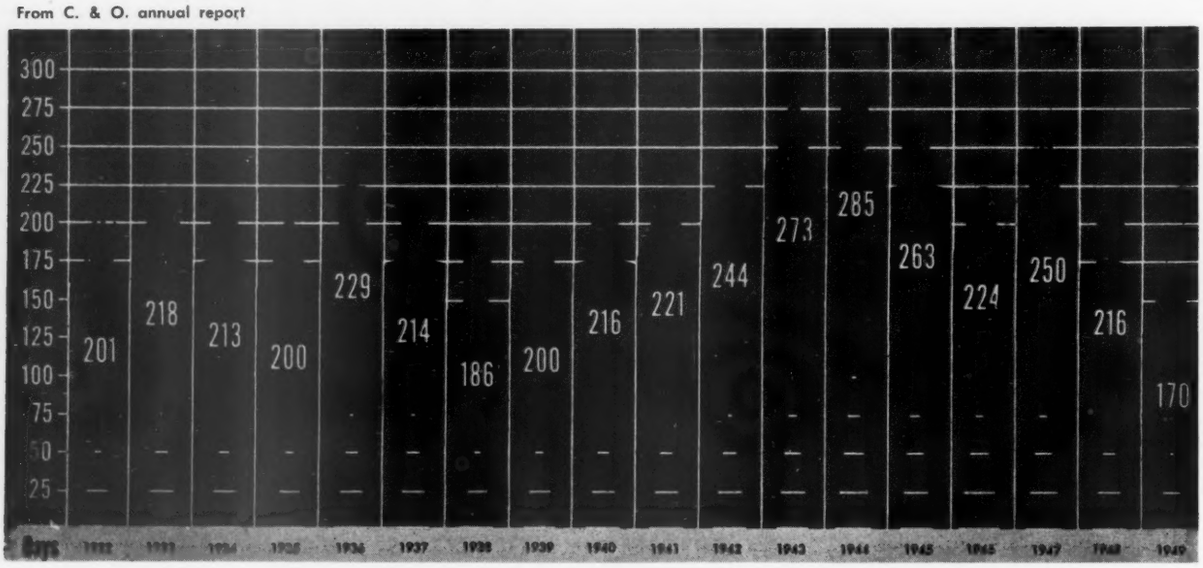
March 14-26;

June 13-18 (including anthracite); and

September 19-November 10 (east of Mississippi river).

The most recent strike began February 1 and ended

From C. & O. annual report



A big reason for traffic slump—a sick coal industry. This chart shows that days worked in mines served by the Chesapeake & Ohio declined in 1949 to a figure lower than in any of the past 18 years



MONEY COMES HARD FOR IMPROVEMENTS to fixed plant. But some way must be found to keep the railroads in step with the growth of the country's economy. Here is a new coal access line under construction on the Louisville & Nashville

March 6, 1950. A 25-day steel strike in October-November, 1949, caused drastic reductions in the movement of ore, coke and coal inbound and dried up iron and steel products outbound.

Strike Effects

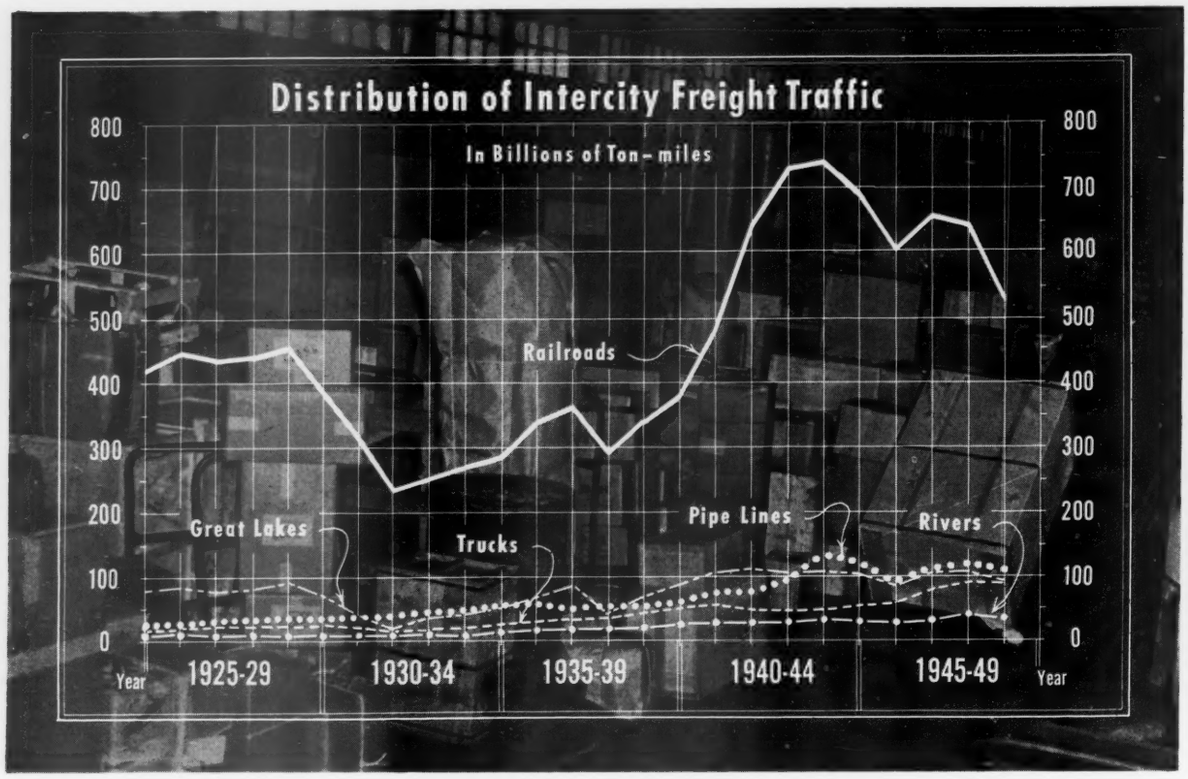
These strikes—which, of course, reduced the traffic of industry in general, as well—cut the revenues of a number of roads dangerously low, so that improvement projects and the upgrading and repair of freight cars had to be curtailed. More directly, the coal stoppages, by bringing locomotive fuel supplies down to the danger point, hit shippers by necessitating service cuts and slower trains. Finally, when the most recent strike ended there was loosed a flood of traffic on a freight car fleet which was caught out of balance, so that shortages existed in almost every type of equipment, and car distribution orders had to be invoked.

Interstate Commerce Commission Service Order No. 847, effective February 10, required a reduction of 25 per cent in the mileage of coal-burning locomotives in freight service. When it was terminated on March 7, further reductions were contemplated. Fortunately for the public, almost half the total freight service locomotive-miles on the railroads were already being performed by locomotives other than coal-burning—chiefly Diesels. Further, the carriers themselves did some "lend-leasing" which spread about the available non-coal power for vital movements. I.C.C. Chairman J. Monroe Johnson said that the railroads "deserve as much or more credit than the I.C.C." in conserving coal supplies and keeping traffic moving. To deal with the abnormal post-strike coal traffic, the Car Service Division's field forces were instructed to concentrate their attention on obtaining maximum utilization of the approximately 600,000 coal-carrying cars, by making on-the-ground surveys and appealing to receivers for prompt release of equipment through the car efficiency committees of the advisory boards and trade organizations.

Efficiency

Although such "feast-and-famine" surges in traffic, plus the generally lower volume on the rails, made it a difficult job, the railroads managed nevertheless, in 1949, to attain all-time records in several basic measurements of operating efficiency. They exceeded even the excellent figures attained in the busy war years. Tons of freight moved one mile for each hour of freight train operations averaged 19,023—greater by 8 per cent than the wartime record of 17,623 in 1944. The average freight train carried 56.8 cars in 1949, compared with 54.5 in 1948 and 53.0 in 1944, and, despite its greater length, ran 4 per cent faster than in 1948, and nearly 8 per cent faster than in 1944. Most of the credit belongs to better plant—paid for out of earnings.

In the four years 1946-1949, the railroads salted $4



TON-MILES HANDLED BY EACH OF THE FIVE PRINCIPAL INTERCITY FREIGHT CARRIERS; the railroads are still in the lead, but they have lost ground since the war. All carriers except trucks showed declines in 1949 compared with 1948

billion into their plant. Maintenance outlays were at record highs during this period too. This compares with the previous four-year record high of $3½ billion made in 1923-1926. True, higher prices seriously affect the comparison in terms of physical changes. But the railroads' customers may observe that, whereas the earlier period was one of extensive upbuilding to cope with a growing load of traffic—like multiple-tracking—the years since World War II have been devoted largely to investments which will (1) cut operating costs and (2) improve service. There is no reason why the "era of investment expenditure" should not go on for years to come; the possible savings are greater than ever before; with each boost in hourly wage rates and each new cost-cheapening development by the suppliers, more and more operations move into the realm of profitable mechanization and improvement. The only *if* is adequate net income.

Equipment Purchases

President F. G. Gurley of the Santa Fe (which is a top railroad earner) pointed out in his last annual report that the road's expenses of $363.1 million in 1949 would have been greater by $82 million if the same volume of business had been handled with only the 1929 level of efficiency in operations.

During the 1946-1949 period, the railroads spent about $1,250 million for new or improved freight cars. They took delivery of about 275,000 new cars. During the same four years they spent more than $1 billion for new locomotives—substantially all of them Diesels. In 1949 alone, they placed in service 84,669 new freight cars and 1,865 new locomotive units. From January 1, 1950, to May 1, the railroads ordered 26,563 new freight cars and about 699 Diesel-electric locomotive units, compared with only 2,594 cars and 69 Diesel-electric locomotive units, 13 steam and 4 electric locomotives in the corresponding period of 1949.

It is expenditures of this magnitude and character, together with new methods of putting them to work, that will make possible the selective rate cuts and faster freight service which are making headlines in the business sections of the newspapers. An article in this issue shows that the railroads today run the largest fleet of "overnighters" they have ever offered, despite severe losses in the type of traffic which sustains their operation.

Less-carload freight gets custom-tailored service, and in the larger field of carload movement service is tightening up all along the line. For example, the new second-morning schedules between New York and Chicago for merchandise are being accorded also to carload shippers over at least one route. Passenger-train schedules —like the 27-hour run of the Union Pacific's "Day Light Stock" over the Salt Lake City-Los Angeles



The past winter was a bad one for carriers in the Pacific Northwest. But on some railroads, like the Southern Pacific, deep snows and "tough" operating conditions are winter routine

line of 784 miles—are becoming less and less isolated phenomena. Train crews are going to do more than whistle when they see the bulletins on the runs some of the roads are lining up for them as this issue goes to press.

The Competition

Intercity motor trucks—today the railroads' most formidable competitor—are estimated to have carried about 91 billion ton-miles of freight in 1949, an increase of 4 per cent compared with 1948. Railroad ton-miles in 1949, in contrast, declined 17 per cent from 1948. Such truck traffic comprised about 17 per cent of the ton-miles handled by the railroads. In 1949 the trucks increased their share of total intercity freight traffic to about 10.5 per cent from 8.7 per cent in 1948, while the railroads' share of the total dropped from 64.4 to 61.5 per cent.

At the end of 1949 the motor carriers rode high with optimism, for the most part, with estimates of traffic for 1950 ranging from "just as good as 1949" to boosts up to 19 per cent. Many companies were reported as greatly expanding their vehicle fleets and terminal facilities on the basis of the industry's future prospects. But preliminary traffic and revenue figures show that the boom is leveling off and, further, that net revenue after expenses is falling.

One trend stands out. The trucks are going in more and more for long-distance hauling and appear to find it profitable. The average haul on Pacific Intermountain Express as early as 1948 was 1,500 miles. Increasing interchange of trailers between end-to-end companies and relaying of trailers by changing to fresh tractors at "posting stations" are greatly expanding the competitive reach of this form of transport. If a current application for transcontinental rights is granted by the I.C.C., the trucking industry will possess that which the railroads cannot match, except in Canada—a single carrier reaching from coast to coast.

Early this year, the president of the American Trucking Associations, referring to 1949 as the "biggest year in the industry," said he expected a "showdown" with the railroads on the subsidy question in 1950. He may be right.

But the outcome may be different than his industry expects. Indeed, if truck operators in the state of Pennsylvania succeed in carrying out their threat to gain a voice in the management of the Pennsylvania Railroad by buying stock, they may themselves initiate a change of attitude in the industry itself. As one railroad officer put it, when the stock "infiltration" was threatened, "It may be a constructive move for truckers seriously to interest themselves in the broader phases of transportation problems."

After years of crying in the wilderness, the railroads are finally finding corroboration of their views on the effect of government hand-outs in the recent report to President Truman by Secretary of Commerce Sawyer

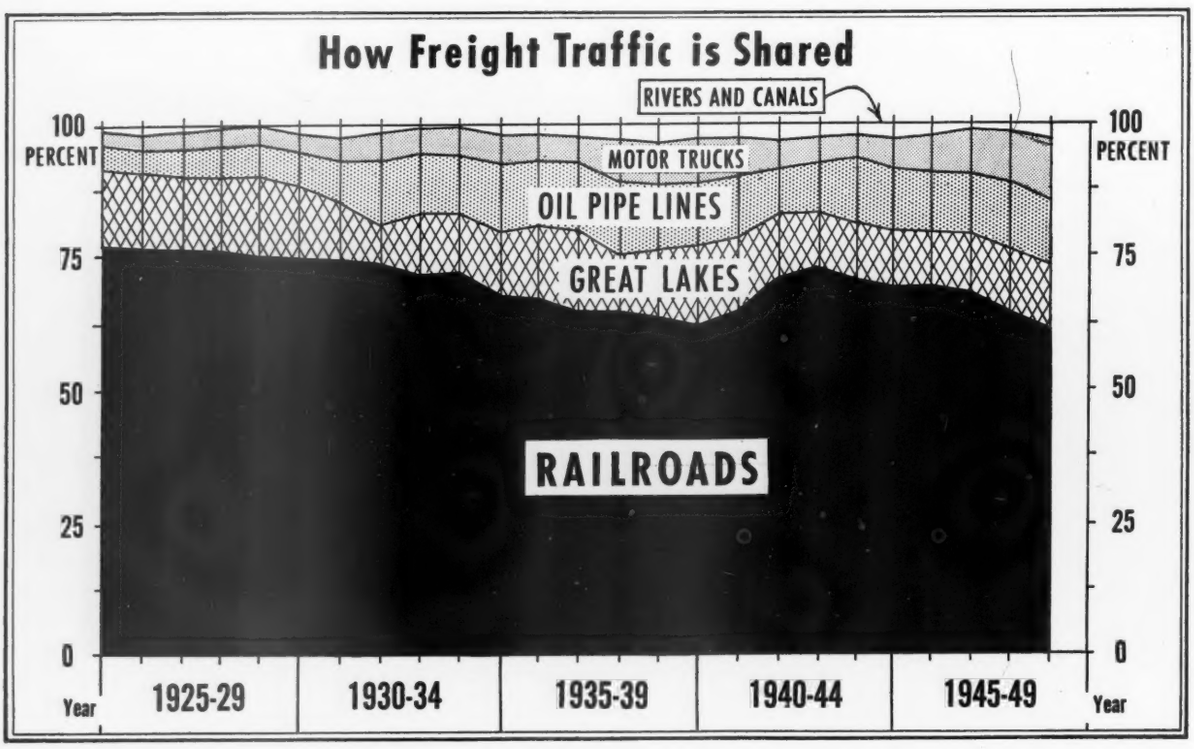
and in a definitive 450-page report on "National Transportation Policy" by the unimpeachable Brookings Institution. States all over the country—Illinois, New York and Louisiana, to cite a few—are taking note of studies made for them by engineering firms finding that the heavy intercity commercial truck does not pay its share of road costs—even when the operator obeys the laws on weights and sizes. Further, the highway departments of these and many other states are charging outright that big trucks are consistently disobeying these laws—to the great injury of the public roads. The day of dealing with this practice by levying small fines which amount to less than the profit the trucker makes by overloading may be passing.

"Gypsies" Flourish

The type of trucking which is growing fastest is contract carriage, which is subjected to almost no regulation, and private carriage, which bears none at all. There is a large and growing practice whereby customers pick up purchases in their own trucks direct from plants or warehouses on a "will call" basis, even heavy commodities in carload lots or greater. Exemption from regulation of motor carriers when they are hauling so-called agricultural products has become an increasingly unfair weapon against the railroads and common carriers of other commodities, as lengths of haul have expanded and changes in the processing of foodstuffs occurred. Items far removed from the farmer's field—like packaged frozen preparations—are withheld from any rate control whatever by a far-fetched interpretation of a clause designed to appease agriculture. Some intercity certificated truckers have been forced into hauling exempt commodities to meet the competition of the "gypsies." Declared one midwestern shipper: "It is not uncommon for the phone in my office to ring and one of these Class I truckers to tell me he has a vehicle out on the Pacific Coast which traveled there with a load of eggs—and can he get a load of fruit or vegetables eastbound so he can continue to be exempt? He is open to bargaining and dickering as to the rates and charges, because there is no regulation. Congress authorized these exemptions and it will take an act of Congress to correct the present situation."

In 1948 the inland water carriers (excluding the Great Lakes) enjoyed the highest traffic in their history—some 43 billion ton-miles. While their traffic is estimated to have fallen slightly to about 40 billion ton-miles in 1949, nevertheless, in that year their percentage share of the traffic of all types of transportation was 4.6 per cent—greater than in any year in this century.

This growth is attributable, among other things, to increasingly large government expenditures



This 25-year record of percentage distribution of intercity freight traffic indicates that trucks and pipe lines have enjoyed the biggest relative growth factor. (Air freight is too small a fraction to be shown)



Roads of heavy traffic density continue to make improvements in the science of electric traction

on waterway improvements, which help the water lines —but cost them nothing—and to the development of greatly improved tow boats and self-propelled barges. Still greater diversion of traffic to inland waterway carriers will occur if the railroads fail in their current effort to appeal, to the Supreme Court, the I.C.C.'s decision ordering them to establish joint rail-water rates reflecting differentials under all-rail rates. This decision, in effect, orders the railroads to turn over traffic to their competitors. As the Brookings Institution report, cited above, declares it utilizes the railroads as a tool to spread the "benefits" and popularity of government subsidy of river transport. Meanwhile the tax-eating Inland Waterways Corporation continues, after 30 years of "experimentation," as a government-owned carrier in direct competition with private business.

Oil pipe lines moved less tonnage in 1949 than the year before, but increased their relative share of total freight moved from 11.8 to 12.3 per cent. Air freight movement increased from 139 million ton-miles in 1948 to about 200 million in 1949, but still constituted so small a fraction of one per cent of total freight moved that it cannot be shown on percentage charts. The air lines, with air freight, and the Railway Express Agency, with air express, are, perhaps more than any other type of carrier, concerned with brand-new kinds of freight movement. What is claimed to be the "largest air freight shipment in the history of commercial air transportation" was carried out last year by one line. It consisted of the distribution of 25 million razor blades (112 tons) from New York to all the major cities of the country; air movement was chosen because distribution to 150,000 outlets could be made simultaneously before release of the producer's advertising campaign.

Large freight forwarders, in the first nine months of 1949, suffered a decline in revenues of 10.6 per cent and, in tonnage, of 13.5 per cent, compared with the same period of 1948. A general decline in freight offerings and increasing diversion to straight truck haul probably account for much of the decline.

Battle Against Damage

The 1949 freight loss and damage bill for the railroads of the United States and Canada was $113,844,712, a decrease of 15.9 per cent compared with 1948. The ratio of claims paid to gross freight revenue in 1949 was 1.53 per cent, as compared with 1.61 per cent in 1948.

The damage prevention "clinics" held by the advisory boards during April "Perfect Shipping Month" have come more and more to include large numbers of the men "who actually handle the freight"—employees and supervisors from the factories and loading platforms, who come in working clothes. On their part the railroads have stepped up their program of training among their own employees.

INVENTORY ON RAILS

Dependability of rail service permits automobile manufacturers to maintain minimum inventory, without warehousing, at factories or distant assembly plants

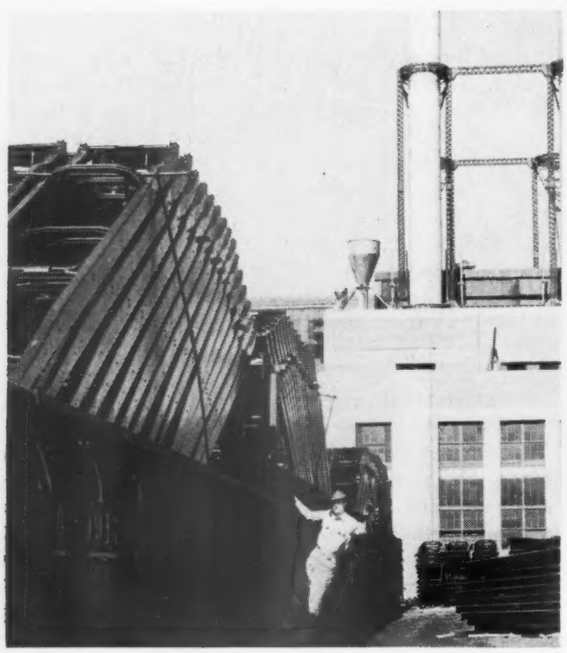
The component parts of a new automobile which you might drive out of a Kansas City showroom one Monday might well have been sheet metal in a Michigan factory the Monday before. The railroads' share of that week is but 22 hours, the scheduled running time for the 700-mi. Detroit-Kansas City run. At that speed—an average of 32 m.p.h.—the railroad becomes the fastest moving segment of the automobile manufacturers' high-speed assembly-line production. The price you pay for your automobile is favorably affected because the dependable service which the railroads provide permits the automobile manufacturers to eliminate costly storage of parts, both at the factories and at the assembly plants.

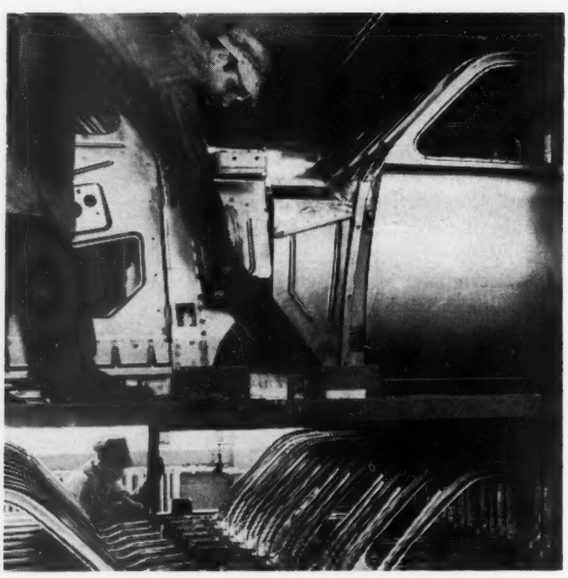
Most auto makers have established regional assembly plants to eliminate the long-distance shipment of finished automobiles. In effect, these manufacturers are using fast-moving railroad cars as a kind of "rolling inventory" of their manufactured parts. This does not mean to say that the auto makers abuse the freight car supply; on the contrary, they are achieving a high degree of car utilization. One Detroit manufacturer pulls his loading tracks four times a day and starts the component parts of his automobiles on their journeys to 17 U. S. assembly plants. At the receiving end, cars are unloaded and released empty on the day of arrival. Demurrage is such an inconsequential factor that the word is seldom heard around the company's traffic department.

No Factory Storage

The idea in the automobile business is to keep parts in motion from the time they are manufactured until they are assembled into the finished product. As soon as sheet steel is pressed into roofs, side panels, fenders, or other components, they are hung—like so many sides of beef—from continuous overhead conveyor chains, which wind through the factory to the loading areas. As the parts pass the cars for which they are intended, stowers remove them from the conveyor and load them. Many pieces never get to touch the loading platform—even momentarily.

In order that the assembly plants—located many miles





Left—Frames for future Fords roll out of the Rouge plant at Dearborn, 60 to a car. Above—Side panels arrive at a distant assembly plant on schedule and in perfect order



The accessories of many suppliers are concentrated in single pool cars. "Damage-Free" loaders permit loadings averaging 40,000 lb.

from the factories—may operate continuously, without platform storage or warehousing, it is essential that an even flow of parts reach them. This is where dependable regularity of railroad service comes in. Some assembly plants as distant as 2,500 mi. from the home factories run on a straight box-car-to-assembly-line basis. Others operate with but a one- or two-day "operational reserve."

Maximum speed in loading and unloading, and the heaviest possible loads per car, are made possible by the use of special parts cars provided by the carriers. Auto roofs, for example, load up to more than 100 in a single box car, suspended from racks at the car ceiling and clamped to the car floors. Auto side panels are loaded nearly 100 to a car—half right-hand sides and half left-hand sides—packed in so as to occupy full visible capacity. Engines move in engine-rack cars, loading in two tiers, with gasoline tanks or other smaller parts filling the space up to the car top. Auto frames are shipped in open top cars with racks, loading an average of 60 frames. Loss and damage is an insignificant factor on shipments in these specially loaded cars.

Vendor Pool Cars

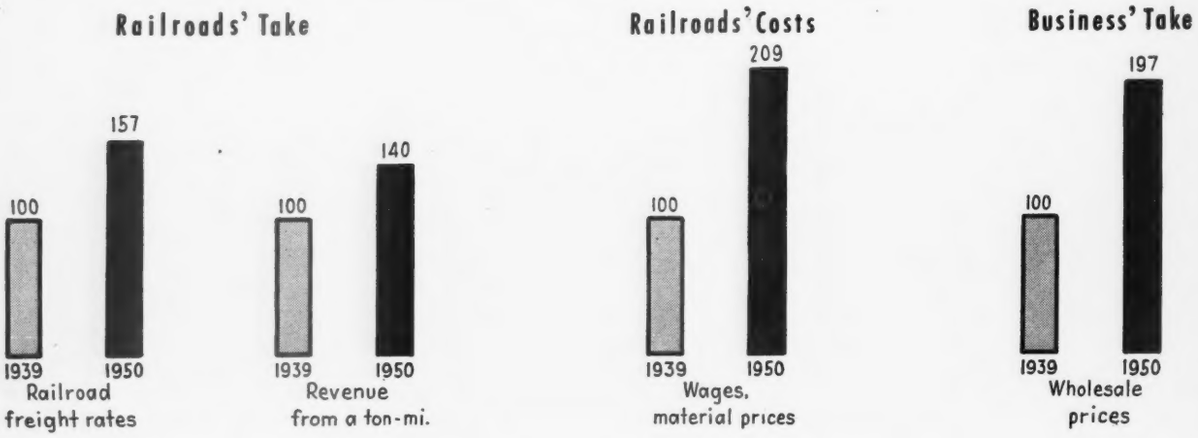
One of the problems of decentralized assembly plants is control of the flow of automobile fittings and accessories furnished by independent suppliers. In ordinary practice, the vendors ship individually to the assembly plants, usually in less-carload lots, and more often by truck than by rail. In 1947 the Ford Motor Company inaugurated a pool car arrangement wherein the suppliers are instructed to bring their products to pool car loading locations where they can be consolidated into solid carloads. Two special loading docks have been constructed or leased at Detroit, and one each at Chicago, Cleveland, Indianapolis and Jackson, Mich., to concentrate the suppliers' shipments. Fixed closing times are set, prior to which the vendors are required to have their shipments unloaded. Cars of the Evans "damage-free loader" type are furnished, and trained stowers pack cars to an average of 40,000 lb., sometimes consolidating as many as 100 separate shipments in a single car.

These pool cars—Ford is currently loading about 40 a day at Detroit—are then accorded carload service, and the shipments of the suppliers are thereby coordinated with those of the automobile manufacturer. Inventories are minimized, transit time regulated, packaging costs reduced, and tracing of individual shipments is eliminated. Loss and damage to pool car shipments is so minor as to be inconsequential. A total of 12,000 vendor cars were shipped in 1949.

The railroads are providing a service which makes them an integral link in the production line of the $7 billion automobile manufacturing industry, a service which grosses the carriers more than $100 million a year, and which saves the manufacturers inestimable amounts by simplifying the loading of shipments and by obviating the need for costly storage and large inventories.

Freight Rates Increased Least

(Per Cent Rise, 1939-1950)



RATES TO MOVE THE FREIGHT

Selective rate cuts by railroads are moves toward flexibility and away from traditional relationships

The railroads are fighting hard to hold and regain freight traffic by seeking to make selective adjustments in rates affecting specific commodities. Having spent four postwar years fighting through general percentage rate increases to try to erect a more adequate revenue base—to even them up with the inflation on which business in general had long since ridden to a high price plateau—they started, last fall, the job of dealing with competitive situations as they developed.

In moving toward greater freedom in their pricing, the railroads must work, of course, within a framework of federal and state regulation which, for the most part, still treats them as monopolies against which the public must be protected, in theory, by the provision of a rigid price list which can take little account of supply and demand.

The late Commissioner Joseph B. Eastman called the freight structure a "floating mass of relativity." The Sawyer report recently presented to President Truman called the rate structure of the regulated carriers a "mass of inconsistencies and inequalities." Curiously enough, these seemingly contrasting judgments are both correct. It depends on the point of view.

The Interstate Commerce Commission has, until now, seen its duty as one of guarding against discrimination of commodity, place or person. The evidence is seen in numerous decisions which bar lower rates for shippers of large minimum loads; in orders which, if they allow reductions for specified commodities for competitive reasons, insist that the same bargains be accorded to related commodities, even when effective carrier competition does not exist; and in orders that favorable rates be spread to rival areas of production or consumption even though carrier competition is not equally distributed.

For example, shippers of iron and steel products in central Illinois declared early this year, that, for 70 years, they had routed their products by rail to Minnesota, Wisconsin and Iowa until, in 1945, the I.C.C. laid down a rate structure "overhauled" to protect "relationships," since which time they diverted almost all their shipments to truck-barge. Several years ago the commission suspended proposed rail rates on alcoholic liquors, reduced to meet motor competition, on the protest of intercoastal water carriers which could not expect to handle any of the traffic unless they too adjusted their rates to meet truck levels.

Last fall the I.C.C. told the railroads they would have to reduce certain existing carload rates on wool and mohair—including rates which had previously been voluntarily reduced to meet motor competition — because they were held to prejudice producers in some sections and give preference to others. Three commissioners demurred, charging that the majority thus required a cut in rates on a commodity of high value—which "whittles away some of the carriers' revenues"—



in direct contradiction of their own repeated admonitions to the railroads "to adopt all legitimate means to increase and conserve their revenues." The dissenters called the majority's decision a "scatter gun finding," affecting "all rates just as they are, regardless of their basis or level."

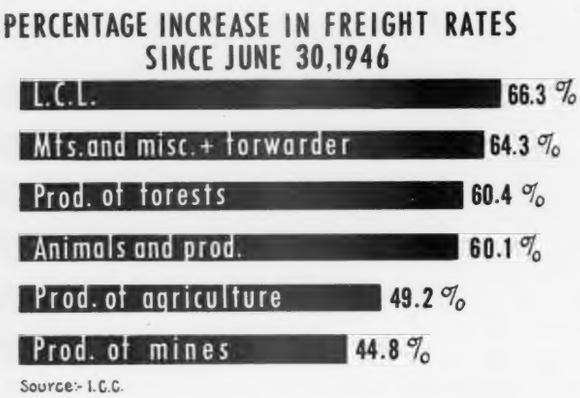
About a year ago an I.C.C. decision turned down a western road's proposal for low multiple-car rates on petroleum which would have had the effect of deferring construction of a pipe line, because it held that there would be created too wide a disparity with single car rates and, by blanketing, undue advantage to certain consuming areas. The commission's action had the real effect of depriving the railroads of needed revenue and giving the go-ahead signal for the building of a pipe line which would introduce exactly the same disparities. Instead of protecting the victims of the alleged disparities, it weakened the position of the rail carriers on which, for the most part, they would continue to depend.

Shippers Are Realistic

Shippers—in whose supposed interest the I.C.C. has heretofore insisted on maintaining "strict relationships" —are coming increasingly to take a more realistic view. Charles W. Braden, distinguished traffic manager of the National Distillers Products Corporation, wrote, in a recent letter to the commission: "The general rate level is affected by a proper balance . . . of inbound and outbound tonnage. . . . If one form of transportation, the railroads, are to handle only the lower-rated inbound tonnage, and higher-rated outbound tonnage, or 'cream' . . . is to be handled by a competing form of transportation, then the general level of rail rates must in due time be increased." Referring to commission suspension of reduced rail rates on liquor (noted above), he wrote further: "The railroads have simply endeavored to meet the rates of the transcontinental motor common carriers. Should a barrier be placed against the railroads which would forbid such action to be taken, then we must become deeply concerned over the fact that the real independence, responsibility, and integrity of private management of railroads . . . is seriously threatened."

At the last annual meeting of the National Industrial Traffic League, its top-policy-making committee declared that an important reason for the railroads' loss of traffic is "the ever-growing" tendency, especially in regulatory circles, toward uniformity in rates and rating. "Spearheaded by a militant minority, the movement has become almost a religion in certain regulatory quarters. The former concept of rates being made to fit the needs of commerce is fast disappearing and in its place the theory is growing that commerce should be made to fit a rigid rate pattern." At another point, this committee reported that the solution to the diversion of rail traffic — and its "definite challenge to the existence of railroad transportation as a private enterprise — although primarily a railroad problem, is also one in which the legislative and regulatory agencies and the general public have a major responsibility."

A new attitude of realism may be considered to have found expression in the conferences between producers



Percentage increases in rail rates since the war have been greater generally for high-rated commodities than for low, thus increasing the spread between them and enlarging rivals' opportunities to pick off the desirable stuff

of iron and steel products and the railroads which preceded filing of the recently effected drastic reductions in commodity rates in Official territory. The fact that these shippers have a stake in the railroads—because they operate plants which, for the most part, are best adapted to rail movement and because they depend on low rail rates for the heavy inbound movement of their raw and semi-processed materials—may have affected their willingness to go along with a proposal which clashes to some extent with traditional concepts of rate relationships.

The new steel rates, for example, make larger percentage reductions for short hauls than for longer. They are based on the high minimum carload rate of 80,000 lb., or double the minimum generally in effect heretofore. They apply specifically and exclusively to such iron and steel products as are most attractive to truck haulers, like iron or steel strip, tinplate, corrugated, galvanized, leaded and plain sheets, and pipe and tubings of smaller diameters. Left under the older and higher rates are less "loadable" items, such as boxes, castings, columns, culverts, fencing, pilings, and machine beds, plates, housings, frames or weldings.

Change in the Wind?

Fortunately, there is considerable evidence that the regulators, too, may be "changing their glasses." In its report on the most recent general rate increase, released in August, 1949, noting that "the cumulative effect of rate increases . . . tends to divert and suppress traffic," the I.C.C. admonished the railroads to "devise and suggest for the consideration of the shipping public rates which will correct maladjustments."

Railroad rate men see a hopeful sign in the I.C.C.'s generally favorable attitude toward the new reductions on iron and steel products in the East. They profess to see a new flexibility in the commission's approval last fall of rates on steel from the Geneva plant in Utah to Pacific Coast destinations, despite the alleged discrimination against rival producers in the East and in California and the intercoastal water carriers. Protest by a rival producer that the rail rates it paid were "too high" in comparison with the Geneva rates, the commission held, is a "matter for complaint against the rate-controlling carriers, and cannot be adjusted by us in this proceeding."

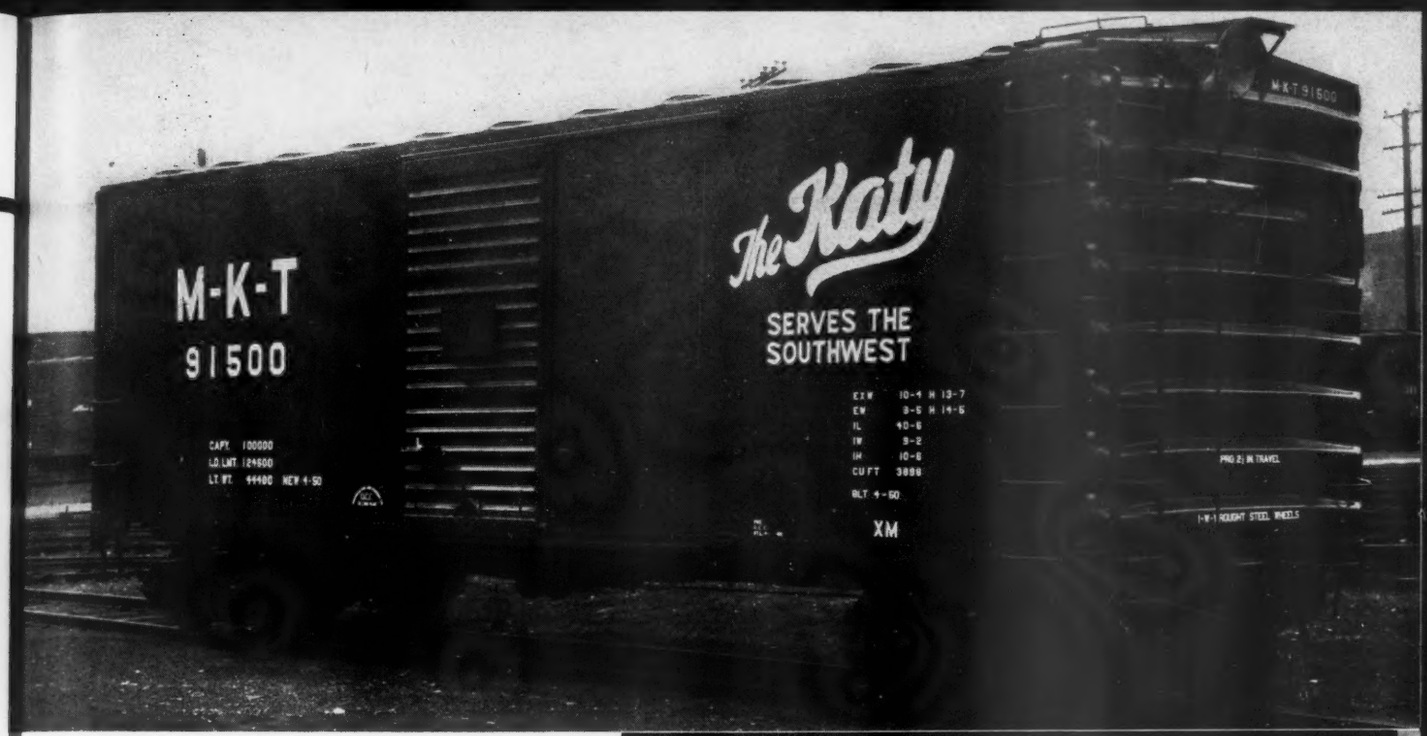
More recently, the I.C.C. has indicated it will allow the railroads to reduce rates on iron and steel to Minnesota points from Chicago and other lake ports where water competition is effective, and not force them to make similar reductions from interior producing points, where it is not.

Railroads Are Fighting

Whatever the regulatory attitude may be, the fact is that the railroads themselves are making a determined effort to do what they can to hold traffc by whatever means is at hand under the present framework of laws controlling their pricing powers. The biggest spread between rail and truck rates probably occurred last fall. Since then, the railroads have been engaged in a widespread campaign of selective rate cuts, while truck rates, in contrast, have been moving up percentagewise in a number of areas.

The commodities to which the railroads are giving their attention are, for the most part, those which have borne the largest share in the general increases since the war. They fall in the class of the higher-value items. such as manufactures and merchandise, as the chart herewith shows. Since these commodities bore relatively higher rates prior to the increases, the disparities which then existed have been widened further. The railroads' rivals, which are not bound to adjust their rates with reference to so wide a range of commodities, have had a field day with the railroads' high-value freight. Also, the proposed reductions relate chiefly to shorter hauls, on which competition is most severe, and which do not now enjoy the maximum benefits of blanketing and mileage scales diminishing with distance.

Recent and continuing activities of the railroad ratemakers are too complex to admit of comment other than by illustration. A cut of about 26 per cent in steel rates out of the Chicago area on short hauls to the West made last year brought back to the Chicago, Rock Island & Pacific about 94 per cent of the tonnage lost to trucks. A cut of 20 per cent in citrus rates from Florida to Chicago and St. Louis by terminating roads was credited by an association of shippers with increasing the railroads' share of the traffic, in a short period, from 9 to 44 per cent at Chicago and from 39 to 63 per cent in St. Louis. New England roads cut rates on Maine potatoes 10 to 19 per cent; at one important consuming station, carloads increased from 7 to 26 a day in short order. In the works are drastic cuts in rates on dairy products in Western trunk-line territory and somewhat lesser cuts to eastern destinations; a 27 per cent reduction in canned goods in the South; a 30 per cent slice from gasoline rates in the same territory; a 20 per cent cut in charges on fish from the Pacific to eastern points; and varying reductions for new motor vehicles from assembly plants in the Midwest.





Above—One of 500 Katy box cars now under construction at the St. Louis plant of American Car & Foundry Co. Right—All-welded steel tank car used in transporting liquid chlorine

Progress in Freight Car Design and Maintenance

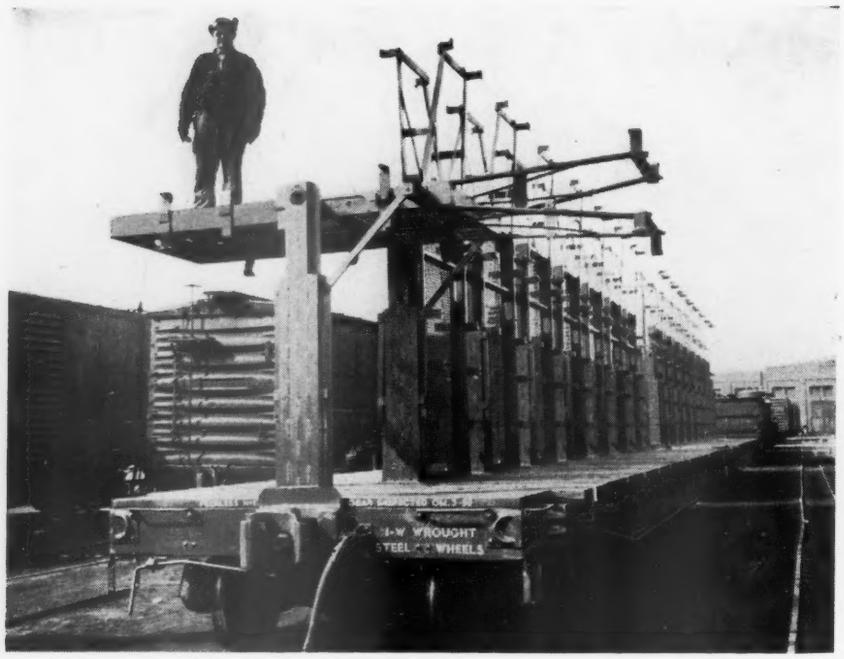
Continuous research by railroads and the supply industry to develop better cars is not generally appreciated, since the results are cumulative and not spectacular

The progress railroads are making towards higher standards of freight car design and maintenance is reflected in the service rendered to shippers—which is undoubtedly susceptible of improvement, but, even at present levels, constitutes a factor of the utmost importance, especially to the effective functioning of agriculture and industry. In the urge for further extensions of service and refinements of design, railroads and the railway supply industry may well "take a bow" for what has been accomplished to date.

Take volume of traffic. In a period of generally declining business activity and hence reduced need for transportation, railroads still loaded upwards of ¾ million freight cars a week. In 1949, they hauled almost 2⅓ billion revenue tons an average distance of 227 miles. Despite strikes, the car loadings for the first quarter of 1950 were 8,127,115, as compared with 8,956,311 in 1949 and 9,825,612 in 1948.

A breakdown by commodities discloses the magnitude and diversity of the products shipped by rail. In the week ended April 1, for example, a total of 720,353 cars of revenue freight were loaded, according to figures compiled by the Association of American Railroads' Car Service Division, the various commodities being subdivided as follows: grain and grain products, 40,278 cars; livestock, 7,381 cars; coal, 169,538 cars; coke, 13,032 cars; forest products, 38,933 cars; ore, 13,278 cars; l.c.l. merchandise, 86,421 cars; and miscellaneous, 351,492 cars.

A survey of these figures shows that, except for many small lots gathered in the "miscellaneous" net, coal was tops in the number of cars loaded; with l.c.l. second;



Union Pacific flat car designed for loading 16 Kaiser-Frazer automobile bodies, mounted in pairs, base to base, on eight revolving racks per car

grain and grain products, third; and forest products, fourth.

It is significant that these products are being handled with increasing promptness and safety, owing to the generally complete cooperation of shippers, railway operating men and maintenance forces. Improved inspection and loading practices are typified by records at one major gateway, where 3,765,168 loaded cars were interchanged in 1949, as compared with 4,328,877 in 1948, and the number of loads requiring transfer dropped from 450 to 280. Similarly, of 457,855 perishable loads handled through this gateway in 1949, only 69 cars were delayed for repairs to the extent of not reaching destination at about the time intended.

Increased safety in train handling and improved equipment conditions are among the major factors in a 16 per cent reduction of railway loss and damage claim payments from over $135 million in 1948 to about $114 million in 1949. This figure is still far too high, and all railway departments are working intensively to reduce it, but progress in the right direction is indicated.

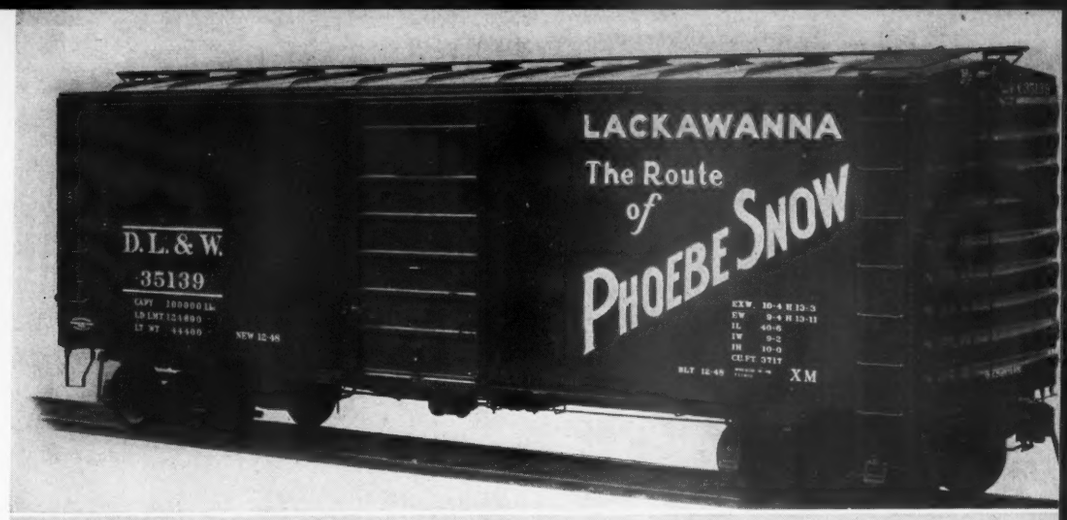
New and Repaired Cars Help

Improvement in the mechanical condition of cars and methods used to avoid loading unfit cars is definitely indicated by the reduction in claim payments for commodities damaged in this kind of equipment from about $7 million in 1948 to a little over $5½ million in 1949. This loss, however, also remains large enough to constitute a real challenge to the ingenuity, resourcefulness and persistence of all railway men responsible.

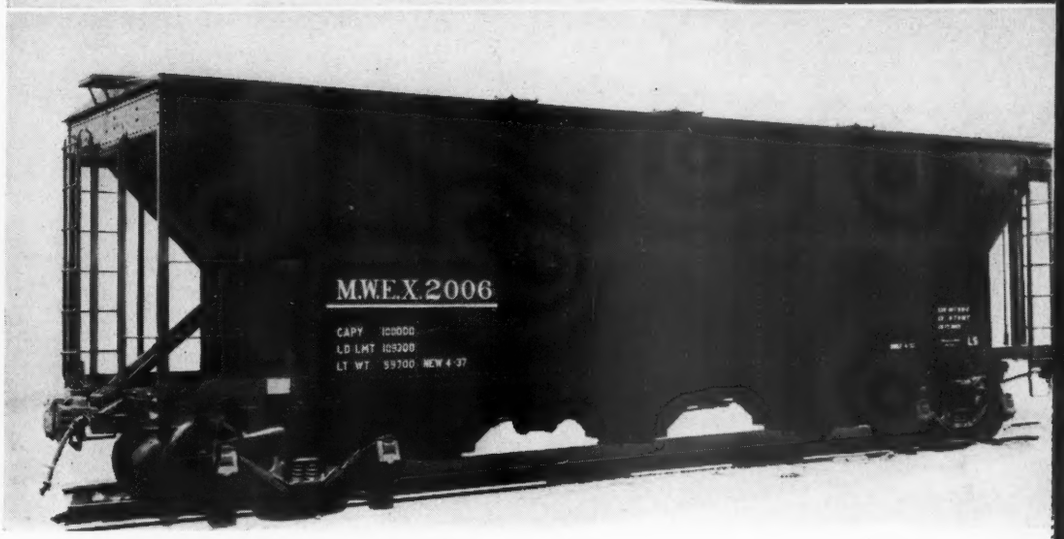
The transportation achievement just outlined would have been impossible without a freight car ownership, railroad and private, rejuvenated with substantial numbers of new freight cars of modern design, utilizing up-to-date materials and fabricating methods, easy riding trucks with long-travel springs, suitably snubbed, improved draft gears and other equipment designed to cushion train shocks, more effective and reliable wheels and axles, couplers, brakes, roofs, ends and doors.

To the fullest extent practicable with reduced earnings, maintenance programs have been continued; in fact, in some instances, additional men have been put on to bring repair-track output up to what it was before the advent of the 40-hr. week. The magnitude of work involved in car maintenance is indicated by the fact that railroads paid close to $430 million for freight-train car repairs in 1949. In that year, for example, a single road owning about 60,000 cars employed 4,500 men in the car department and paid them $15 million. In the same year, this road made heavy repairs to over 4,000 cars at a cost of $390 a car; gave light repairs to 220,000 cars; cleaned the air brakes on 31,000 cars; repacked journals on 46,000 cars; mounted 42,000 car wheels; and inspected and repaired 37,000 draft gear sets, to mention a few of the major operations performed.

Other railroads have developed improved inspection techniques, such as the "A. & C." system used on the Baltimore & Ohio and the Gulf, Mobile & Ohio, the object of which is to find defects on freight cars when empty so they can be corrected before loading. No inspection system ever developed is entirely foolproof, but this one is reported to have reduced car failures materially. The effectiveness of maintenance work on railroads in general is evident from a recent statement



PS-1 50-ton box car built by Pullman-Standard for the D. L. & W.



General American covered hopper car leased to Mars, Inc., for shipping granulated sugar

by the A.A.R. that stepped-up repair operations have restored to service 13,000 freight cars which were in unserviceable condition two months ago.

To handle the current volume of traffic there were available for service on Class I railroads, as of February 28, a total of 1,758,144 freight cars, including 726,882 box, 65,005 flat, 51,882 stock, 852,312 gondola and hopper, 8,196 tank, 20,816 refrigerator, 23,908 caboose and 9,146 other types of cars.

One of the tables shows how the total number of new and rebuilt cars installed increased to a maximum of 121,132 cars in 1948, dropping sharply to 95,195 in 1949 and 9,578 in the first two months of 1950. Car retirements increased to 102,104 in 1949, and amounted to 17,592 in the first two months of 1950. Unfilled orders for new freight cars showed a steady decline from 86,670 in January, 1949, to 14,386 in December.

This drastic decline during the year and more than seasonal low in December continued the trend noted in these columns a year ago and was, of course, caused by traffic loss which limited the funds available for new equipment and, moreover, reduced the pressure on the car supply, as reflected in surpluses and shortages.

In spite of this tendency to restrict orders for new equipment, an opposing influence is afforded by the fact that freight cars continue to get older every year, wear out faster and cost more to maintain. Hence the expected upturn in orders occurred in the early part of this year, a total of 28,765 being on order April 1, according to the A.A.R. report. The breakdown by car types was 16,369 box (including 500 to be equipped for special commodity loading), 4,428 gondola, 3,249 open-top hoppers, 1,935 covered hoppers, 2,004 refrigerator, 500 stock and 280 flat cars.

Freight cars on order on May 1 are shown in another table. Large single orders placed since the first of the year include 4,500 box and gondola cars for the New York Central, 4,000 box, stock and gondola cars for the Union Pacific, 3,100 box, auto and gondola

FREIGHT CARS INSTALLED AND RETIRED*

	New cars installed	Rebuilt cars installed	Total cars installed	Total cars retired
1950 (1st two mo.) ..	6,940	2,638	9,578	17,592
1949	84,669	10,526	95,195	102,104
1948	102,737	18,395	121,132	100,847
1947	63,312	2,846	76,185	83,749
1946	40,377	8,966	59,343	80 067
1945	38,987	10,849	49,836	58,708

*Including railroad-owned private-controlled refrigerator cars

NEW FREIGHT CARS ON ORDER†

1949	Railroad	Private	Total
January	81,683	4,987	86,670
February	73,384	4 677	78,061
March	63,410	4,095	67,505
April	53,975	3,454	58,429
May	45,057	2,812	47,869
June	36,331	2,279	38,610
July	31,746	1,912	33,658
August	26,599	1,082	27,681
September	20,609	761	21,370
October	16,183	1,236	17,419
November	12 661	1,679	14,340
December	12,861	1,507	14,386

†All shops

FREIGHT-TRAIN CARS ON ORDER FOR DOMESTIC SERVICE MAY 1, 1950

Railroads

Purchaser	No.	Type	Capacity (tons)	Builder
Atchison, Topeka & Santa Fe	50	Ore	95	Pullman-Standard
	500	Box	50	Pullman-Standard
	500	Box	50	R. R. Shops
	473	Cov. Hopper	70	R. R. Shops
	50	Gondola	50	R. R. Shops
Atlantic Coast Line	600	Cov. Hopper	70	Pullman-Standard
	700	Pulpwood	50	Pullman-Standard
Central of Pennsylvania	125	Cov. Hopper	70	Bethlehem Steel
Chicago, Burlington & Quincy	1,400	Box	50	R. R. Shops
	200	Cov. Hopper	70	R. R. Shops
	600	Hopper	70	R. R. Shops
Chicago, Indianapolis & Louisville	25	Stock	..	R. R. Shops
Chicago, Rock Island & Pacific	1,000	Box	50	Amer. Car & Fdy.
	100	Cov. Hopper	70	Amer. Car & Fdy.
Colorado & Southern	250	Box	50	R. R. Shops
Delaware, Lackawanna & Western	300	Cov. Hopper	70	Amer. Car & Fdy.
Detroit, Toledo & Ironton	250	Box	50	Greenville
Fort Worth & Denver City	250	Box	50	R. R. Shops
Gulf, Mobile & Ohio	100	Cov. Hopper	70	Amer. Car & Fdy.
Illinois Central	38	Flat	50	R. R. Shops
Lake Superior & Ishpeming	50	Box	50	Pullman-Standard
Lehigh & New England	27	Cov. Hopper	70	Bethlehem Steel
Lehigh Valley	100	Cov. Hopper	70	Bethlehem Steel
	1,000	Box	50	Bethlehem Steel
	500	Box	50	Pullman-Standard
	50	Flat	..	R. R. Shops
Louisville & Nashville	958	Box	50	Pullman-Standard
Minn., St. Paul & S. Ste. Marie	75	Cov. Hopper	70	Amer. Car & Fdy.
	50	Auto	40	R. R. Shops
	200	Ore	70	R. R. Shops
	200	Box	..	R. R. Shops
Missouri Pacific	209	Hopper	70	R. R. Shops
	100	Cov. Hopper	70	R. R. Shops
	500	Box	..	R. R. Shops
Missouri-Kansas-Texas	500	Box	50	Amer. Car & Fdy.
New York Central	1,500	Box	50	Pullman-Standard
	500	Box	55	R. R. Shops
Norfolk & Western	1,000	Hopper	..	R. R. Shops
Northern Pacific	200	Ore	75	R. R. Shops
	500	Box	50	R. R. Shops
	50	Caboose	..	R. R. Shops
Pennsylvania	1,300	Gondola	70	R. R. Shops
	200	Caboose	..	R. R. Shops
Pittsburgh & Lake Erie	1,000	Box	55	R. R. Shops
	1,500	Gondola	70	R. R. Shops
	10	Caboose	..	R. R. Shops
Reading	500	Box	50	Amer. Car & Fdy.
	1,000	Hopper	50	Bethlehem Steel
	66	Cov. Hopper	70	R. R. Shops
Seaboard Air Line	300	Phosphate	70	Pullman-Standard
Southern Pacific	2,000	Box	50	Pullman-Standard
	100	Gondola	70	Ralston
	1,000	Box	..	R. R. Shops
Spokane Int'l.	23	Cov. Hopper	70	Amer. Car & Fdy.
Union Pacific	1,000	Gondola	50	General American
	2,500	Box	50	R. R. Shops
	500	Stock	40	R. R. Shops
Virginian	500	Hopper	55	R. R. Shops
Wabash	108	Box	50	R. R. Shops
	400	Hopper	50	R. R. Shops

Private Car Lines

Fruit Growers Express	100	Refrig.	50	Co. Shops
Mather Stock	196	Refrig.	40	Co. Shops
Merchants Despatch	393	Refrig.	40	R. R. Shops
Northern Refrigerator	500	Refrig.	40	Co. Shops
Western Fruit Express	390	Refrig.	50	Pacific Car & Fdy.
	50	Refrig.	50	Co. Shops
Various	3	Cov. Hopper	70	Amer. Car & Fdy.
	227	Tank	..	Amer. Car & Fdy.
	603	Refrig.	40	General American
	605	Tank	..	General American
	3	Other	..	St. Louis Car

cars for the Southern Pacific, 2,700 box and hopper cars for the Chicago, Burlington & Quincy, 1,650 covered hopper, box and flat cars for the Lehigh Valley, 1,500 hopper and box cars for the Reading, 1,300 pulpwood and covered hopper cars for the Atlantic Coast Line, 1,110 box and hopper cars for the Missouri Pacific, 1,000 70-ton hopper cars for the Norfolk & Western, 1,000 box cars for the Chicago, Rock Island & Pacific, and 1,000 box cars for the Louisville & Nashville. The Pennsylvania's order for 10,000 cars is reported to be the largest freight car order placed with commercial builders since 1924 (see News pages).

Special Purpose Cars

A book could be written on the many different types of special-purpose cars which are rendering notable service to shippers and railroads alike, promoting the fast, safe and economical handling of many valuable commodities by rail. Covered hopper cars, for example, owned in some instances by railroads and sometimes by private car companies, are now successfully used to ship a wide variety of materials, including such easily contaminated and difficult-to-handle products as flour, sugar, and cement.

To mention only a single case, one shipper using large quantities of granulated beet sugar keeps a fleet of about 20 covered hopper cars in regular service moving bulk sugar in 98,000-lb. car loads from Colorado and Montana to Chicago, the total annual movement being about 20,000 tons. The cars are suitably insulated and designed to deliver the sugar in perfect condition without the cost of sacking which also may introduce a certain amount of lint and other foreign matter into the product. After connection of the three hoppers of a car to steel delivery sleeves, the valves are opened by three men simultaneously and almost 50 tons of sugar is unloaded in eight to ten minutes.

Petroleum and many of its products move by rail in tank cars which are also made to handle such widely different commodities as milk and liquid chlorine. Tank cars are built of both steel and aluminum, usually welded, sometimes glass lined, and insulated, as required.

Freight cars equipped with special loading devices are rendering a great service in the shipment of auto-



Railroads are matchless for a job like this—heavy loads in rough terrain

mobile parts of all kinds, as well as assembled units. The most interesting cars of this type recently developed are the Union Pacific flat cars (page 168) each of which is equipped with eight rigid vertical posts and revolving racks especially designed to support Kaiser-Frazer automobile bodies. The racks, while locked in a horizontal position, are loaded with eight car bodies by an overhead crane, and then are turned through 180 deg. for application of eight more bodies. All car bodies are firmly secured to the racks which are then revolved to a vertical position with all weight carried on the car floor and none at the axis of rotation.

Many railroads have shown marked ingenuity in developing special car designs and converting older cars to types better adapted to meet shipper requirements. General service cars in each of the major types, however, have the great advantage that they are adapted to a wider variety of products, are much more likely to get a load both ways and hence are a more efficient and useful transportation tool, making substantially more miles and earnings per year.

New Financing Plans

Considering that such a large proportion of railway freight cars are over-age and generally unsatisfactory from the standpoint of shipper service and maintenance cost, the question may be asked, "What can be done about it?" Two very interesting answers, already reported at some length in *Railway Age*, are the Equitable-Pullman-Standard plan of financing new equipment built to railroad specifications and the General American-Evans Company proposal to build and lease "super" box cars, designed for high-capacity safe loading and relatively shock-proof operation at all speeds, with a mileage rate sufficient to cover all costs.

Graduated Per Diem Rates

The question has also been asked if an upward-graduated per diem rate might be used to encourage the application of lightweight cars, roller bearings, load-compensating brakes, improved trucks, etc. Railway car men who were asked about this subject showed a decided difference of opinion and split almost fifty-fifty. Some of those who answered in the negative said this would place an unfair burden on short-line terminating carriers which will benefit little, if any, from the improvements. Others expressed complete approval. In some cases the answers were qualified on the ground that a graduated per diem on the basis of modernized cars would be impracticable, but might prove useful if based on car classification for higher commodity loading.

The survey, which was quite limited, showed considerable misinformation and misapprehension regarding the merits of graduated per diem rates based on mechanical conditions. A competent restudy of the matter may well crystallize ideas which will help railroads to apply recognized freight car improvements more quickly and generally.

UPGRADING MERCHANDISE SERVICE

Wherein is shown what railroads think of suggestions proposed by their customers

The railroads' customers have been doing a lot of thinking about l.c.l. service—especially now that each of the 13 shippers' advisory boards has a joint committee concerned with the improvement of that service, comprising railroaders from the board's railroad contact committee and shippers from its executive committee, respectively. The suggestions brought out at board meetings by shipper representatives are not charitable contributions to the health of the railroads; the shippers agree they need and want good railroad l.c.l. service.

Suggestions of the railroads' customers for tightening up l.c.l. service cover a wide range. But most of them simmer down to a few "pattern" ideas which, it can be safely said, are supported by an important body of proponents, although each of them is also the object of persistent, if usually less articulate, opposition.

Railway Age recently asked about 90 railroads whether they thought l.c.l. service is, or could be, worth providing at all—believing this to be an elementary finding in any query on the carriers' attitude. The inquiry then went on to seek railroad comments on two significant shippers' suggestions. A total of 68 replies were received, with the following distribution:

***Question*—"Can less-carload traffic be made profitable?"**

***Scoreboard*—**		
	Yes	35
	No	5
	Noncommittal	28

Of those lines replying "yes," eight inserted the condition "except for short distances." One of these companies commented, "extremely profitable on the long hauls, and extremely unprofitable on the short." Eight lines chided *Railway Age* for phrasing its question so as to imply that l.c.l. is not now profitable; they declared they now earn a net return from l.c.l. overall.

"We made rate and cost studies on specific l.c.l. movements, including fully distributed costs. We find on the average that our l.c.l. traffic is profitable."

"We think the question should be, 'Can l.c.l. traffic be made *more* profitable?'"

"Special study of our l.c.l. traffic in one recent year indicated a net worth that year of $2.4 million."

"We are not prepared to say that present traffic is unprofitable."

But most of the other lines which said "yes" meant "yes, if." Among the "ifs" they volunteered, along with the number of roads advancing them, were:

Increased number of scheduled overhead cars	12
More coordinated highway trucking	10
Increased volume of traffic	8
More dependable service	7
Faster service	5
Reduction of loss and damage	3
Elimination of collection and delivery	2
Railroad-owned c. & d.	2
Bigger c. & d. allowance	2
Intermediate, volume rates	2
Higher rates	1
More specialized solicitation	1
Railroads get all the merchandise moving	1

One road declared that "many factors" enter into "the accomplishment of better service—none of which is insurmountable."

Even some of the roads which believed l.c.l. could *not* be made profitable left open the door to a change of mind if fundamental changes are made in the unequal climate of regulation and support in which the railroads now live. Wrote one railroad officer: "The railroads are giving stand-by service only—where there is overflow traffic; where their rates are lower; where service cannot be obtained other than by rail; or where the motor trucks put in rate-stops. Undoubtedly the railroads could handle l.c.l. at a profit if they could establish rates on the same bases as their competitors."

***Question*—"Is the pooling of merchandise cars between common points desirable?"**

***Scoreboard*—**		
	Yes	12
	No	20
	Noncommittal	36

Comments from the "ayes" included:

"Although we think most shippers are opposed to pooling, the plan would expedite merchandise."

"We feel that the railroads have a very strong weapon against the trucks if they can get together and move solid break-bulk merchandise cars under a satisfactory formula for dividing the earnings. . . . We ought to learn how to take it away from the highways, rather than from each other."

Remarks by roads which found pooling impracticable included:

"Theoretically there is merit in it, but practically there are many difficulties. A careful analysis of our schedules revealed few, if any, opportunities of this character."

"Would increase terminal costs, since freight is often routed in relation to the location of specific stations."

"Under union contracts, labor could not be cut off at intervals to jibe with the rotation of business among roads in a pool."

"Pooling benefits only the strong road."

It is significant that, in 1945, more than 67 per cent of a selected group of 850 railroad traffic officers, agents, chief clerks, etc., answered "yes" to a privately circulated query whether the railroads ought to pool interline traffic between or through common points, where lightly loaded cars move over several routes, dividing revenues on an agreed basis.

"Rotation pooling" on a permanent basis, with Interstate Commerce Commission approval, is in effect between St. Louis and Los Angeles, via the Wabash, Union Pacific and Santa Fe. It is also reported to be in effect for certain merchandise traffic between New York and Florida.



Pick-up and delivery truck is, in effect, "a moving freight station." Railroads are finding it pays to educate drivers in fundamental principles of freight acceptance

***Question*—"Should shippers relinquish the right to route l.c.l. beyond the initial carrier?"**

***Scoreboard*—**		
	Yes	15
	No	11
	Noncommittal	42

Most of the railroad officers who reported they favored pooling volunteered the opinion that such an arrangement automatically required the shipper to relinquish his routing option, which put them in the "yes" category on this question. But officers of other railroads favor carrier routing as an independent benefit. They commented, for example:

"Real progress cannot be made in less-carload performance as long as the carrier has to observe shippers' routings."

"No question but that routing by carriers would improve service; shippers frequently specify circuitous routings which involve numerous transfers."

"Such a plan would prove effective in expediting movement, a view we are confident would be shared alike by carriers and patrons."

Those opposed to a restriction of the shippers' right to route through to destination claim, among other things:

"If carriers take over routing, it is perfectly clear that the larger or longer lines would not be willing to share it with a competing shorter line."

"Rail agents at origin are not sufficiently familiar with through car operations to insure their specifying more practical routes than the shipper."

"Shippers with heavy volume want to retain routing control because, for one reason, they can continue through package cars only with concentrated tonnage."

One road took an independent tack and thereby placed itself in the camp of those shippers who claim that their colleagues are often guilty of poor routings because they don't know what good services are available. "If *Railway Age* and railroad sales forces bring to the shipper the advantages of the through cars they *now* operate and explain why certain routings are advantageous, the same purpose [as carrier routing] can be accomplished."

"The railroad industry is being forced to battle for its existence with powerful adversaries in the same manner as a prize fighter sent into the ring with one hand tied behind his back. Outmoded regulatory laws restricting managerial functions, based on a monopoly which no longer exists, must be promptly revised to meet the circumstances of today. . . . Say what complimentary things you will about competing forms of transportation by highway, by air, and by waterway, their only possibility is to to weaken the railroads—they cannot replace them. Legislatures and regulatory commissions have in their hands today powers which unwisely used can destroy the American railroads. If they are destroyed, they will never be rebuilt."—*Excerpts from a message delivered to stockholders of the Boston & Maine by E. S. French, president of that company, at its annual meeting on April 12.*

Cushioning the Forty-Hour Week

L.C.L. hit hardest by shorter work week—Roads find ways to overcome delays, but costs are hard to peg

The railroads have made great strides through mechanization in absorbing the increased cost of operating under a 40-hr. week on a 48-hr. pay basis. More important to shippers, steps have been taken to minimize adverse effects on service.

The 40-hr. week was inaugurated on September 1, 1949, for about one million non-operating employees. The average straight-time hourly compensation of these employees thereby was increased 25.9 per cent, from $1.18 in September, 1948, to $1.49 in September, 1949.

The service accorded less-carload freight stood to suffer more than carload because non-operating employees handle the former at both origin and destination stations, and at intermediate transfer points if the traffic moves between points, or via routes, where no through cars are operated. With carload service, on the other hand, the closing of billing stations on Saturdays is a matter of minor importance because industry generally is on a five-day week. In addition, most railroads either provide for Saturday billing of emergency or perishable freight, or let carloads go on memorandum waybills.

Transit Times Improved

The initial reaction of less-carload shippers to the institution of the shorter work-week might be summed up in a statement made before the National Association of Shippers Advisory Boards on October 19, 1949, about seven weeks after the 40-hr. week got started. "With the inauguration of the five-day work week," a shipper representative protested, "there [has been] a growing inclination on the part of many railroads to effectuate savings either by completely closing down transfer operations on Saturdays, or cutting them down in part. . . . Those practices are resulting in cars which are on the move when they close the transfer station on Friday night flowing in such volume that when Monday rolls around, they have an overhead of cars to be handled which cannot possibly be dealt with until the middle of the week, and sometimes it is the latter part of the week before they are able to clear up accumulations." But when the 13 separate boards which comprise the national association held their regional meetings in the spring of this year, conditions seemed to have improved substantially.

The l.c.l. committees of the various boards generally reported that conditions had improved; that transit times were faster and that the incidence of serious delays was less frequent.

Apparently this improvement had come about from a little experience at working the railroads—or an important part of them—only five-sevenths of a week. The railroads had to "feel their way" and find out by experimentation what had to be done. While a large number of Class I railroads feel that l.c.l. of certain classes is, or can be made, profitable, they believe also that the margin of profit is so limited as to demand that every dollar of expenditure for l.c.l. service improvement be stretched to the limit. Additional investment has been made in mechanized equipment for freight stations, a subject discussed in another article in this issue, which is accompanied by a bigger-than-ever list of the railroads' freight stations equipped to handle palletized or unit loads.

Six- and Seven-Day Transfers

Service improvements have come about, in part, through rearrangement of merchandise car lines, so as to provide through, or overhead, cars wherever the volume warrants, even if on a tri- or bi-weekly basis, in order to eliminate costly and time-taking transfers. The time-loss factor is greatly extended on shipments which reach transfer points after closing times on Fridays. Overhead cars, since there is no 40-hr. week restriction on operating employees, keep rolling along with carloads. In an effort to stimulate sufficient volume to warrant continued operation of through cars, a number of roads have expanded the publication of lists and schedules of overhead car lines.

Where interline shipments have to be transferred between the stations of different railroads, the use of highway trucks in place of ferry cars has been adopted in an increasing number of cases. In some instances, the truck transfer is substituted for the trap car only on Friday, or on Thursday and Friday, to get the freight interchanged before the weekend closing. More extensive use of these transfers is sometimes limited by the congested condition of station driveways and the lack of tailboard space for other than the regular pick-up and drayage trucks.

A dozen roads report that they are operating important transfers on a six-day basis, in order to keep



Mechanization of freight stations has helped to offset increased labor costs, and has speeded operations

freight in transit, and to avoid congestion on Mondays. At least three roads—the Pennsylvania, the Southern and the St. Louis Southwestern—are operating major transfers seven days a week. Most roads report that they are staggering station forces so that skeleton forces are working on Friday nights, Saturdays, and, in a few cases, Sundays, to keep freight stations fluid. One road has changed to night operation of its transfers. Expansion of truck-coordinated service has been helpful in maintaining former Saturday service standards.

Other measures to overcome the adverse effects of the 40-hr. week include the forwarding of l.c.l. waybills by U. S. mail to destinations or breakbulk points on Fridays. This has become necessary because the 40-hr. week has created weekend delays in handling otherwise dependable "railroad business" mail through passenger terminals.

Paper-Work Reduced

Many roads sifted virtually every facet of the merchandise business to find answers to the 40-hr. week problem. The Atlantic Coast Line, for example, set up an agency survey committee, composed of one member each from the accounting, transportation and property protection departments, to visit stations and study operations.

Duplicate handling and checking of freight was discontinued in certain cases; the number of reports required and of the copies rendered was reduced; records and reports relating to astray freight were minimized; and, at some points, clerical functions in connection with company material shipments were discontinued, so that agencies would be relieved of all duties not absolutely essential. Similar survey teams analyzed operations on the Southern, and managed to overcome most of the effects of the 40-hr. week—from a service standpoint—by staggered forces and 6- and 7-day operations.

No Single Cure-All

It is commonly held that it is impossible on most roads to absorb the extra cost of the shorter work week completely unless service is to suffer. The "non-ops" are now paid more for 40 hours' work than they previously received for 48. Mechanization can be a big factor in offsetting costs, but some carriers report that, despite mechanization, per-ton costs have gone up with five-day operations. Other short cuts are being explored. Increased efficiency in billing, for example, the New York Central reports, has enabled the absorption of clerical costs to a "considerable degree."

The consensus seems to be that service should not be impaired—in the interest of arresting costs—to the extent that traffic is discouraged; that greater volume, not less, offers the only hope for any reduction in the unit cost of handling freight, carload as well as l.c.l.

Whittling Down Loss and Damage

Improvements now in service are reducing damage caused by cars—Balanced program of education and discipline not yet attained—Shippers of "touchy" products being aided

Progress on the railroads involving improvements in physical facilities moves forward in cycles. Aside from the interest they arouse, new developments in the features of freight car construction do not effect immediate improvement in railway service. Only as they are incorporated in new or rebuilt freight cars do they influence service to the shipper—which includes increased safety for lading—or economy on the railroad.

As new box cars replace cars which are being retired after 25 to 30 years of service, the weighted effect of several features of car design is increasing. Among these are high-speed trucks and truck snubbing devices, of which several have been under study by the Mechanical Division of the Association of American Railroads since 1948. There are also better draft gears, roofs which have been greatly improved in tightness and durability during the past 25 years, stronger box car ends, and various types of loading devices which increase the safe load capacity from the railroad viewpoint and the protection of lading from the viewpoint of shippers and railroads alike.

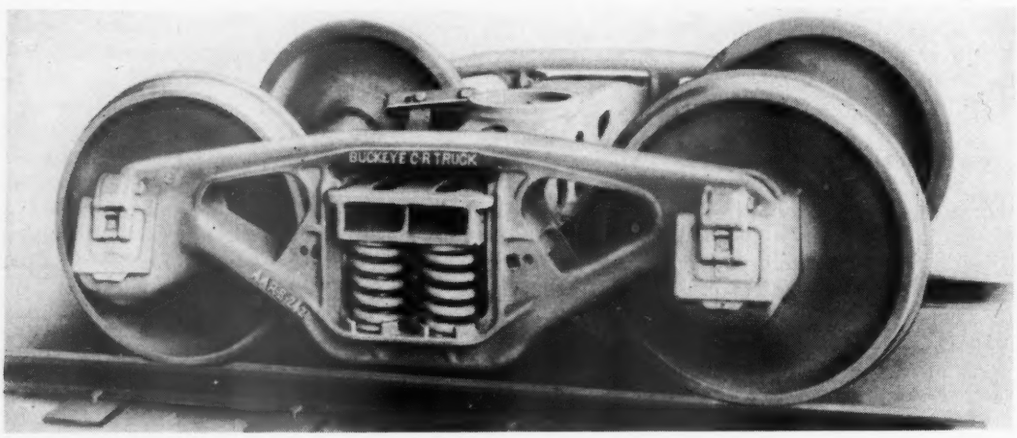
The history of the development of means of improving the riding qualities of freight car trucks illustrates what is involved in bringing about any successful major improvement in railway rolling stock. The first organized attempt at adapting freight car trucks to provide a smooth ride was made in 1932, when the Car Construction Committee of the American Railway Association (now Association of American Railroads) appointed a subcommittee to investigate the merits of various snubbing devices designed to reduce vertical oscillations of freight cars.

The tests undertaken by this committee were started late in 1933 and the final report issued in December, 1937.

Trucks for High-Speed Service

The next step was an investigation of trucks suitable for high-speed freight service which was decided upon by the Mechanical Division late in 1938. The scope of the investigations undertaken in 1939 included the determination of whether the conventional freight car was safe to operate at speeds of 80 m.p.h. or over and whether it had satisfactory riding qualities at such speed, as well as determining the riding qualities and performance of trucks designed specifically for such high-speed service. Aside from the A.A.R. standard truck, 11 trucks were designed for high-speed service "more on faith in their performance at high speeds than on actual knowledge of it." The report of these tests was issued in the spring of 1940.

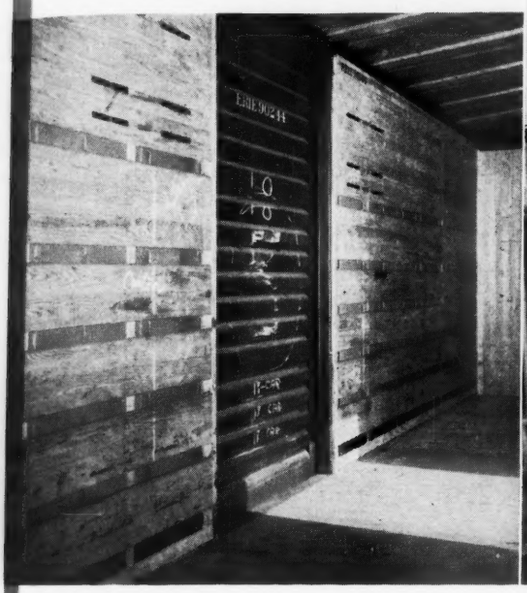
These tests were intended less for the evaluation of the relative merits of competing devices than for the determination of the fundamentals of the problem of improving the ride of freight cars and making it safe at high speeds. The result has been the development of new, and the improvement of existing, devices for accomplishing this purpose, based on sound data. The third step involves a cooperative freight car truck and

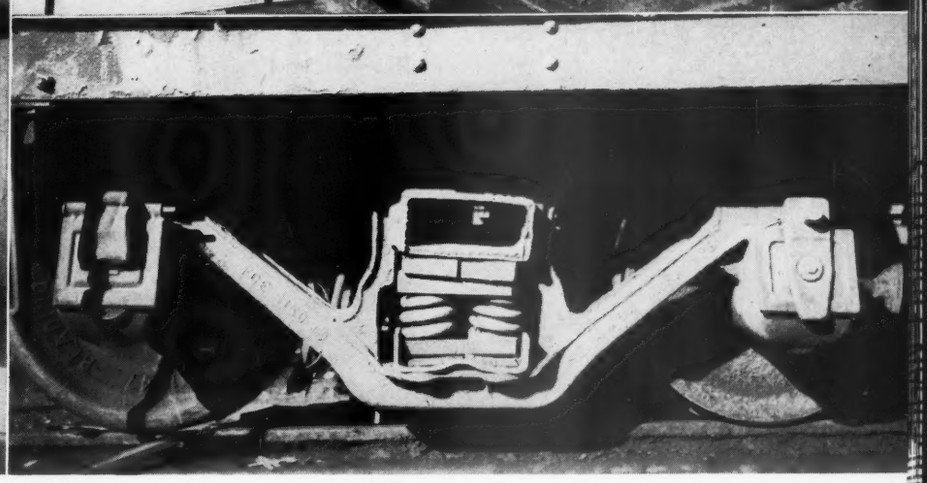


One of the half-dozen or more types of freight-car trucks which provide protection against vertical shocks and permit freight trains to be operated at high speeds with safety

Right—The cooper shop at a freight station saves railroad patrons a lot of grief every day, and at the same time saves the railroad a lot of money. This workman at the Chicago & North Western's Proviso (Ill.) Transfer is applying steel strapping to a box after renailing it. Below—Loading devices with permanent attachments for bulkheads simplify protection of lading and reduce damage to car side walls. Below right—Rundown conditions of car bodies and trucks are a prolific cause of freight claims. The tipped bolster in this truck eliminates side-bearing clearance and causes bolster binding and excessive vertical shocks







snubber research program conducted by the Mechanical Division and participated in by the manufacturers of snubbing devices and freight car trucks which, again, is less important in its appraisal of the relative merits of competing devices than in the factual determination of the progress so far made in the development of good riding trucks and indications of the direction which efforts for further improvement should take.

An example of how improvements based on established developments of detailed features of freight cars are made is the GAEX box car, a description of which appeared in the May 13 *Railway Age*. In this car, which stresses convenience of loading, a smooth ride, and maximum protection of the car and its contents from end shocks are combined at least six features, each of which is already known, but not all of which have ever before been combined in a single freight car. These are the Evans "Damage-Free" loading device, the Duryea cushion underframe, high-speed freight car trucks of Chrysler design, 8-ft. side doors to facilitate loading and unloading with power lift trucks, nailable steel flooring to withstand, without damage, the loads imposed by the use of trucks, and a recent development in box car roof construction. These cars, considerably more expensive than the more conventional types generally purchased by the railroads, will probably be used in special services where the risks of damage to lading in transit are large and speed of delivery is an important consideration.

Another factor making for improvement in freight train performance is the dynamic brake on Diesel-electric locomotives. While less markedly of interest to shippers than to the railroads, this permits increases in average freight train speed over grade lines with decreased brake-shoe and wheel wear. Indirectly, however, the reduction of restrictions on train speeds spells improvements in deliveries.

Among improvements in freight cars which are not yet in service, at least to an extent which has exercised appreciable influence on the quality of railway freight transportation, although their engineering development is well advanced, are floors of adequate strength to withstand modern methods of loading, doors in general-service box cars wide enough to facilitate the use of lift trucks in loading and unloading, and tight-lock couplers. The advantage of the first in reducing loss and damage as well as the cost of freight car maintenance needs no elaboration. The second is primarily a matter of interest to the railway patron rather than to the railroad directly. The latter, when it has been extensively introduced in service, will, to the extent that it reduces coupler slack, tend to decrease damage from end shocks in train service.

Repairs Under Way

The present status of the maintenance of freight cars shows a marked decline from that prevailing during the year 1948, so far as the percentage of cars in bad order is an indication of the extent to which maintenance is being taken care of currently. During 1949 the percentage of bad-order cars increased fairly steadily from 4.7 per cent on January 1 to 8.0 per cent on January 1, 1950. The peak came on February 1 when there were



ROUGH HANDLING! This illustration shows the shift of lading after five impacts at speeds ranging between 5.4 and 8.8 m.p.h. Crushing of cartons can be seen. About two and one-half cases of beer were broken in this test. In all impacts the "A" end of car was hit

140,929 railroad-owned freight cars of all types (8.4 per cent) out of service for repairs. As of April 1 the number and per cent in bad order were reduced to 127,957 and 7.8, respectively, and 83 per cent of these were out of service for heavy repairs.

The sharp increase in car loadings which has taken place since March 1, in which miscellaneous, coal and forest products have been the major participants, has been accompanied by a sharp increase in car shortages, both box and open-top. As repair programs are speeded up to restore the bad-order situation to a normal 5 per cent, an additional supply of repaired cars amounting to about 45,000 of all types, of which 10,000 will be box cars, 12,000, gondolas, and 22,000, hopper cars, will become available.

While the condition of the freight car supply plays a large part in determining the size of the railroads' freight-claim bill, there are many other causes of loss and damage. The major one of these is, perhaps, rough handling of cars in switching. Everyone in an official capacity on the railroads realizes the cost of rough handling to the carriers. This is clearly revealed by the extent to which the board of directors of the A.A.R., plus the various presidents' conferences, have been hammering away at the subject during the past year.* Many of the carriers have set up at every yard rough-handling committees composed of men from all sorts of jobs. The job of these committees is to ferret out rough handling, determine the causes, and recommend or apply corrective action, which may include anything from disciplinary action to a change in the yard profile.

Above all, however, the committees' job is to keep the subject of perfect switching always before yard crews, yardmasters, and other employees. While rough handling has not been eliminated by any means, many carrier prevention officers feel that some progress, spotty though it may be, is being made and that the rough-handling curve has flattened out and, in some instances, even receded. Posters provided by individual roads and the A.A.R. are serving to keep the subject in front of employees. One union in Canada, too, has taken an interest in the problem since it realizes that its members' futures depend on the continued healthy existence of the railroads. There is a growing conviction in some quarters, however, that only by disciplinary action against repetitious rough handling by a given crew can any real improvement in the rough-handling situation be realized.

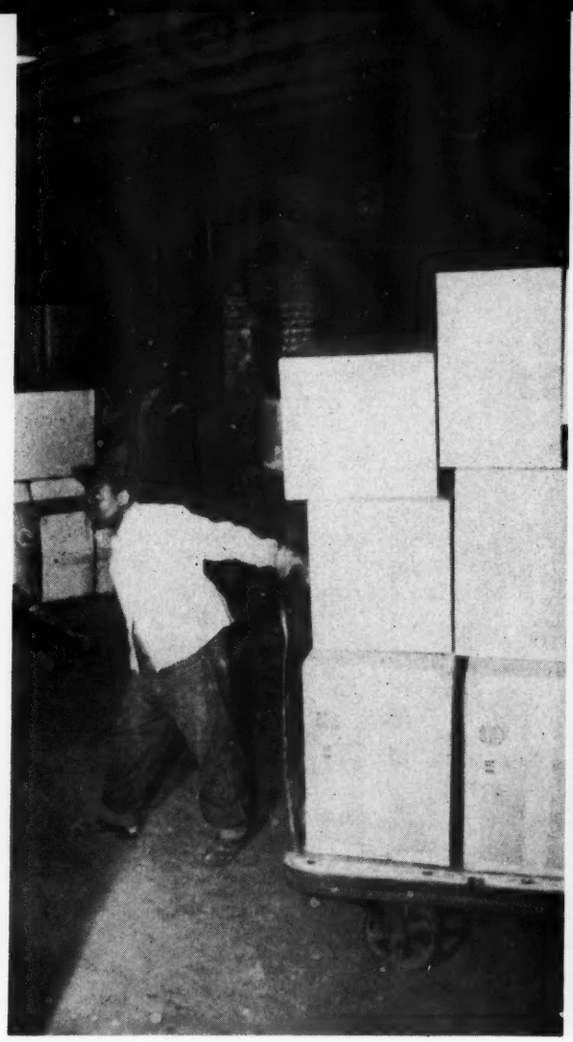
*See *Railway Age* of November 26, 1949, page 48

Better Packaging Practices

Agencies of the A.A.R., particularly the Freight Claim Division and the Freight Loading and Container Section, have intensified their activities in the field of prevention work. Specifically, for example, the Freight Claim Division has hired two experts on commodities which are serious sources of claims trouble for the railroads, namely, porcelain enameled ware and canned goods. The idea in hiring these men was not, as some shippers and receivers may have assumed, to see how much they could make the shippers "back water" on their claims, but rather to prevent recurring damage. Of course, where manufacturers' defects are showing up, they are pointed out by the freight claim men. These men already have been of real assistance both to carriers and shippers.

The new testing laboratory of the Freight Loading and Container Section soon will be ready and should be of considerable help both to carriers and shippers, since it facilitates research that will aid greatly in the prevention of loss and damage to a great variety of articles. Wide and more speedy dissemination of the test results may be expected now that the A.A.R. has its own testing facilities.

While total freight claim payments for 1949 are still much too high to suit anyone, definite progress has been made and there is reason to expect more in 1950. The decrease in the number of claims filed in 1949 over 1948 augurs well for 1950. And with the increased interest in prevention being taken by the A.A.R. and the individual railroads, the increased purchases of new equipment, especially box cars, and a rather general improvement in railroad employee morale, the prospects for 1950 do not look too bad. With more help of the sort being supplied by the Porcelain Enamel Institute and many individual shippers, there is ground for hope that 1950 freight-claim payments may drop below the $100 million mark.



Right—At 4:00 p.m. on April 24 a truckload of l.c.l. freight is on its way across the platform and into the cars at the 26th Street station, New York



Far right—Freight is being stowed in a car

Riding the B. & O.'s New "Time-Saver" To Make "Chicago Second-Morning" Deliveries

By J. W. Milliken
Associate Editor, *Railway Age*
Pictures by Larry O'Neil
Railway Age Staff Photographer

[What better way is there to find out how things are being done in the world than to go out and see for for yourself? *Railway Age* wanted to see how the Eastern railroads are going about making second morning delivery of l.c.l. from New York to Chicago (real "Freight Progress") in order to tell shippers and receivers of freight how the railroads are accomplishing this service improvement. So, beginning the night of Monday, April 24, two members of our staff rode the Baltimore & Ohio's "Time-Saver" all the way from New York to Chicago. The B. & O., of course, is not the only road giving such service, for the Erie, Pennsylvania, New York Central, and the Delaware, Lackawanna & Western-Nickel Plate are making second-morning deliveries in Chicago also. But we couldn't ride them all and had to be satisfied with one. Here's the story, in words and pictures.—EDITOR]

When a freight train averages more than 30 m.p.h. for nearly 1,000 miles, including terminal time, the riders not only know they've had a ride—the freight gets to destination, and quick! That's the way the Baltimore & Ohio is getting l.c.l. shipments from New York to Chicago for second morning delivery. Of course, it's not just a simple matter of hooking some cars on behind a locomotive and highballing. It does no good for the freight to get to Chicago, or any other town, if the consignee can't get his hands on it in a hurry. At destination, immediate transfer of freight to delivery trucks is necessary. All Chicago city freight which left New York on the "Time-Saver" on the night of April 24 was unloaded from cars and loaded on delivery trucks by 8:00 a.m. on the morning of April 26. This speedy operation requires around-the-clock work by the B. & O.'s station forces at Chicago. But by getting over the road fast, plus quick unloading and delivery at destination, the B. & O. is making second-morning service a reality in Chicago—and many other cities along its line.

To repeat, if Mr. Shipper sent his Chicago-bound



About 6.00 p.m. the first cut of cars is aboard the car float at the 26th St. float bridges. The tug is standing by to take us to the Jersey shore



It's 6.05 p.m. and the switcher is about to pull away after having placed the second cut of cars on the float. As the deck of the float bridge shows, the day was rainy and dismal



Conductor Dan Conley of C.N.J. train No. 697 gets his waybills and orders from the yardmaster at Jersey City

l.c.l. freight to one of the B. & O.'s New York freight stations, or the loading docks of one of the forwarders that uses its lines, sometime before about 4:30 p.m. on Monday, April 24, it was in Chicago about 1:15 a.m. on Wednesday, April 26. If, for example, his freight went railroad l.c.l. and landed at Pier 39 before the cars were closed, it was on its way across the Hudson river to New Jersey at 5:00 p.m. If it went via one of the forwarders—well, we took pictures of the cars in which it was loaded being shoved through the float bridges at 26th Street station, New York, and onto the car float at 6:00 p.m. At 6:11 p.m. the tug pulled the float and headed for the Jersey City yards of the Central of New Jersey, where the B. & O.'s western trains start.

Leaving in the Rain

As the cars reached the New Jersey side the train was classified and made up as C.N.J. No. 697. We pulled out at 8:30 p.m., with 56 cars and a steam locomotive, Jersey Central No. 875, supplying the motive power. (B. & O. freight is handled by the Jersey Central to Bound Brook, N. J., whence it moves over the Reading's tracks as far as Park Junction, Philadelphia, Pa., where B. & O. tracks begin.) The cars in this train were grouped in this order, from the head end to the caboose: 1 for Washington, D. C.; 2 for Baltimore, Md.; 35 for Cumberland, Md., or beyond; and 18 for Philadelphia. (The Cumberland-or-beyond classification includes not only Chicago cars, but others for Detroit, Toledo, Louisville, Cincinnati, St. Louis, etc.)

We stopped at Elizabethport, N. J., at 9:08 p.m. to pick up merchandise cars loaded at that Jersey Central station. At Elizabethport the head brakeman quickly "cut" the train behind the Baltimore cars with which we had left Jersey City, and the engine and first three cars were doubled to the Elizabethport cars, which were picked up in this order: 2 for Baltimore; 1 for Washington; and 9 for Cumberland or beyond. Then when the engine with the 15 cars was coupled back to the rest of the train, the cars stood in this order: 1 for Washington; 4 for Baltimore; 1 for Washington; 44 for Cumberland or beyond; and 18 for Philadelphia on the rear end.

We made good time over the road from Elizabethport to Bound Brook Junction, where the train went onto Reading tracks at 10:07 p.m., 8 minutes ahead of schedule. The Reading really gave us the road, and No. 697 hit the B. & O. tracks at Park Junction, Pa., at 11:54 p.m., 21 minutes ahead of schedule. It pulled into the East Side yards of the B. & O. at Philadelphia at 12:05 a.m., Tuesday morning.

Switching at Philadelphia

At East Side the train was "worked" from the rear end by the yard crew, which set off the caboose and the 18 cars for Philadelphia, and then added 12 cars to the rear in their place, all for Cumberland or beyond. In the meantime, our C.N.J. locomotive was cut off and a 5,400-h.p. B. & O. Diesel-electric was coupled to the train. Leaving East Side at 12:31 a.m., we made the



At Cumberland, at 7:49 a.m. on Tuesday morning, April 25, the "Time-Saver" is going over the hump. The weather is still rainy and foggy



Our camera got almost the full length of the train here, in the rugged country west of Cumberland; the weather continues bad; the streaky foreground shows we were really rolling

next 52.6 miles to Aiken, Md., in 66 minutes, an average of 51 m.p.h. In the caboose, we were getting a good shaking every time the slack ran in or out, as it did on this high-speed part of the railroad which runs through rolling country.

At Camden Station, Baltimore, we set out our 4 cars for that point, put the two Washington cars together, next to the engine, and then picked up 23 cars for Cumberland or beyond. All this was accomplished in 20 minutes, and we left Camden at 2:48 a.m., Tuesday morning, 37 minutes ahead of schedule, with 81 cars. From there until we got to Cumberland, after setting out two cars at Washington and picking up two more there for Cumberland, plus changing crews and cabooses at Brunswick, Md., the trip was uneventful—if it is uneventful to be tossed around like a baseball in a "pepper" game.

At Cumberland, where we arrived 45 minutes ahead of time, B. & O. employees put on a demonstration of real railroading. Our 81 cars went over the hump in 41 minutes, despite the fact that 63 cuts were necessary. And there were only 13 riders at this yard. This number of cuts was necessary because at Cumberland the train from New York is split into two sections, one for the "Northwest" and the other for the "Southwest," and because no station east of Cumberland is required to do more than assemble cars for Cumberland-or-beyond. (The Southwest section of the "Time-Saver" provides second-day service from New York to St. Louis, and to points between that city and Cumberland, as well as to connecting roads for destinations beyond St. Louis.) This hump performance enabled the "Time-Saver" to gain another 15 minutes on its schedule, and we left Cumberland at 9:15 a.m., exactly an hour ahead of time.

Arrival at Chicago

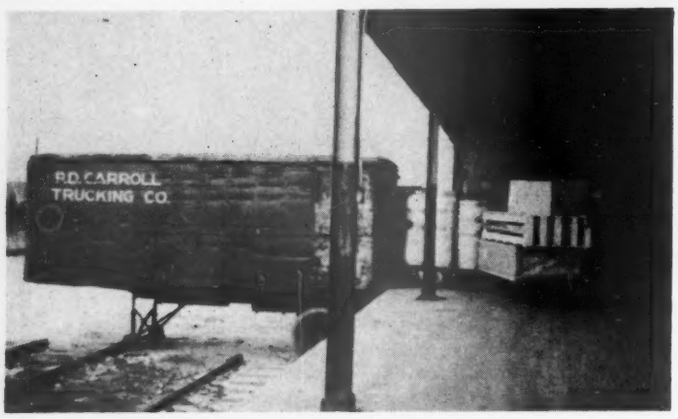
With a fairly light train (46 cars or less) from Cumberland all the way to Chicago, we kept gaining on the schedule and pulled into the Forest Hill (Chicago) freight station at 1:15 a.m. Wednesday morning, 3 hours and 15 minutes ahead of time. (Monday, of course, is usually a light day on l.c.l., and a rainy day in New York didn't help increase the tonnage. While the Northwestern and Southwestern sections of the "Time-Saver" had only 46 and 43 cars, respectively, leaving Cumberland on the morning of the 25th, on the following day these figures had jumped to 76 and 57.) An engine was waiting to set the 11 Forest Hill cars in on the house tracks. This move was completed by 1:35 a.m. and the rest of the train took off for Robey Street yard, where we arrived at 2:00 a.m. By 3:15 a.m. all cars for the freight forwarders had been placed. Cars for the West were turned over to connections that day.

As stated above, by 8:00 a.m. all freight in the 11 Forest Hill cars for final delivery by Baltimore & Ohio trucks was in the trucks ready to hit the street. After taking some pictures of a delivery being made, two weary and dirty guys named O'Neil and Milliken called it a "day."

What factors had made possible the fine performance



At Forest Hill, Chicago, early Wednesday morning this burden carrier, pulling two trailers, is unloading some of the freight which had come in before daylight



The freight goes into the delivery truck



Here we are making a delivery at about 10.00 a.m.

we had witnessed during the preceding 36 hours? Perhaps the most important one in bringing about this improvement in the handling of l.c.l. is the management's recognition of the need for the faster service. This recognition is based primarily on full appreciation of the competitive factors involved in transportation today, plus an awareness that shippers and receivers of freight, for many good reasons, do not want to carry large inventories, but depend on efficient and regular transportation as an essential part of the manufacturing and distribution chain.

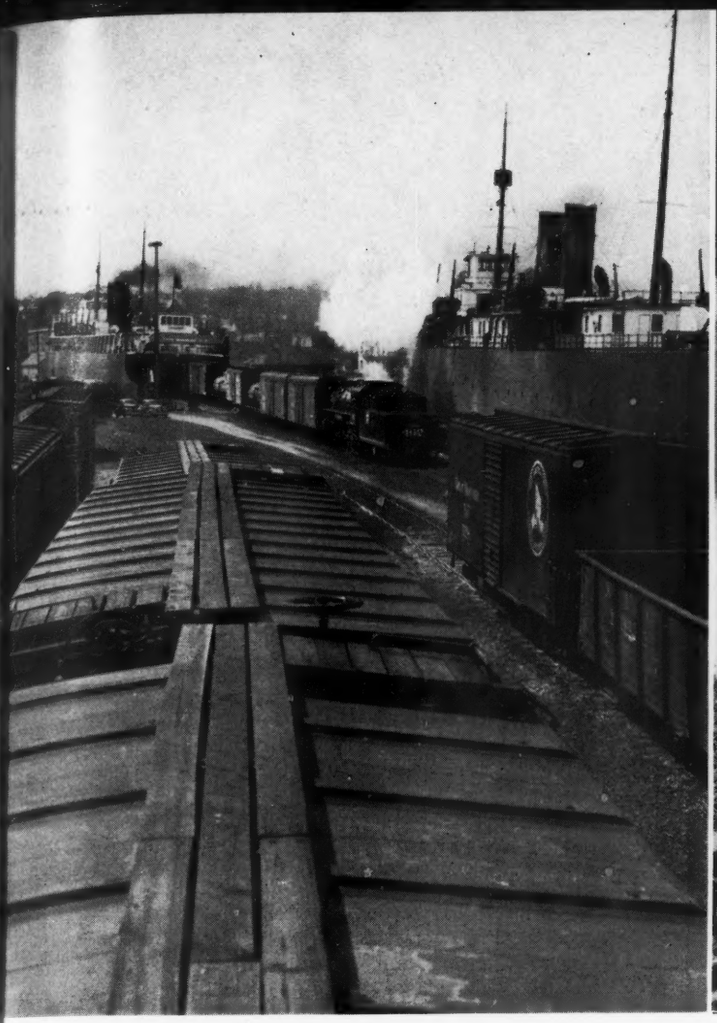
B. & O. management, however, seems no more determined to make good with this improvement in transportation service than do the yard and road crews, yardmasters, car inspectors, and other men in the ranks. We were told that the success of this new service has given employee morale a tremendous "lift." The crews of the "Time-Saver" really "get a kick" out of the way they get "over the road." They really want to get l.c.l. business "back on the rails where it belongs."

Smart operating is a third important factor in the success to date of the B. & O.'s improved service. Primarily, this means getting away from the railroad operating man's traditional concentration on trying to get the most ton-miles per train-hour. Instead of the "Time-Saver" being merely a "fast" freight it is a real "hot shot." Another operating procedure which helps get this train over the road is the elimination of most road or intermediate switching. The train consist, and the cars which are picked up en route, are so handled that two hump yards (Cumberland and Willard, Ohio) do all the classifying of the Northwestern section, except for the original work done at Jersey City. This "shuffling the deck" is considerably aided by advance knowledge of the train consist, which is provided through the B. & O.'s Teletype communications network. And last, but far from least, there seems to be no disposition to furnish less than a *more* than adequate supply of power.

Teamwork and adequate facilities are required to furnish good service. The way things are going now, it appears that the B. & O.'s operating department is giving the traffic people a real product to sell. As B. & O. men will tell you, there are still a few rough spots to polish, but they're working on them, and I'll bet they're soon fixed.

SOONER OR LATER . . .

The [firemen's] strike may be said to represent the logical culmination of a labor trend that has been in progress on the railroads now for about a decade. More and more the unions have moved in the direction of abiding by the decisions of fact-finding boards only when those decisions were favorable. But if the enactment of the Taft-Hartley Act in 1946 proved anything it was that sooner or later labor legislation catches up with trends of this kind. If the railroad unions will not accept decisions which are not legally binding, then nothing could be more certain than that ultimately they will have to reconcile themselves to a labor-management policy under which decisions will be binding. —*The New York Times, May 16.*





EMPHASIS ON SCHEDULE BETTERMENTS

Trend is toward faster freight as railroads bid for return of traffic lost to truckers—Roster of "overnighters" continues to grow

The number of "overnighters" and the mileage covered by them, as of May 1, 1950, was approximately 10 per cent greater than a year ago. A total of 124 overnight freight trains now offer shippers afternoon closings with first-morning delivery of less-carload shipments, or first-day placement of carloads, between points 300 miles or more apart. A total of 34 railroads participate in their operation. Altogether the 124 trains cover a distance of 42,985 miles each weekday night.

The accompanying maps depict the routes of the "overnighters" and the terminals which they serve. Areas where there are voids are, for the most part, sections of the country in which metropolitan centers are too widely separated to make overnight service possible.

Not shown on the maps are a number of fast, scheduled freights which provide first-morning service between points just under the 300-mi. range, such as Chicago and St. Louis; Chicago and Evansville, Ind., Atlanta and Savannah, or Fort Worth, Tex., and San Antonio. In a few instances, individual railroads are providing overnight merchandise service on passenger trains.

The most spectacular recent development in the field of freight service was the inauguration late in April of second-morning service for less-carload freight and forwarder traffic between eastern seaboard cities (Boston, New York, Philadelphia, Baltimore and Washington) and midwestern centers (Chicago, Fort Wayne, Cincinnati and Indianapolis). As part of the same speed-up, Louisville and St. Louis are provided second-afternoon deliveries. Railroads participating in this expedited east-west service are the Baltimore & Ohio, the Delaware, Lackawanna & Western, the Erie, the New York Central, the New York, Chicago & St. Louis and the Pennsylvania. The Lackawanna-Nickel Plate service will be accorded to suitable carloads as well as to l.c.l. and forwarder shipments.

Speculation has it that the new long-distance "red-ball" freights—which average about 30 m.p.h., overall, for their 900- to 1,100-mi. runs—may play the role in dramatizing freight service that the Diesel streamliners played with respect to passenger service in the middle Thirties. It is not at all unlikely that these expedited freights—if they are successful in stemming the tide

of traffic away from the rails, and in developing new business—will start, by "chain reaction," an increasing number of "tailored" merchandise schedules.

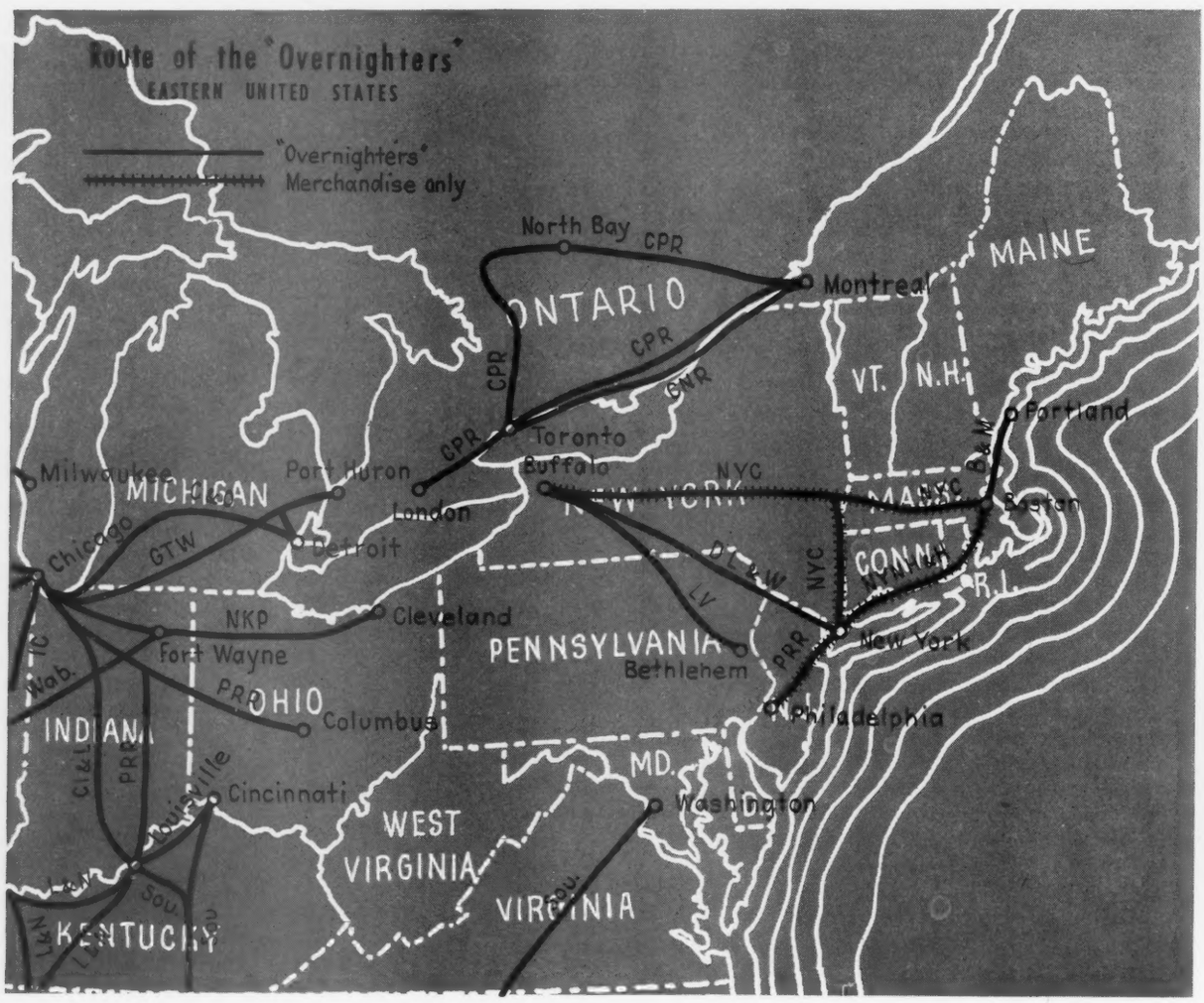
Train service improvements during the past year were not restricted to the speeding up of the Eastern trunk-line routes. The New England roads joined in cutting a full day from the schedule for Maine potatoes, and other "down east" traffic, to the New York area. The Reading and the Jersey Central Lines restored through service between Newberry Junction, Pa., and Jersey City, N. J., to improve service in connection with the New York Central at the former point. The Baltimore & Ohio extended its "Sentinel" service, a system of automatic records for the siding-to-siding "control" of cars, to the New York district and to Springfield, Ill., Huntington, W. Va., Kenova and Point Pleasant, bringing 32 cities within the "Sentinel" network and providing 600 origin-to-destination services.

The Central of Georgia inaugurated a through train leaving Chattanooga, Tenn., in the afternoon, and arriving at Atlanta at 2 a.m., providing early morning placements.

The Chicago, Burlington & Quincy started service on its newly shortened Kansas City-St. Louis route on September 6, 1949, with four daily time freights. The Western Pacific, together with the Santa Fe and Great Northern, cut one day from the Los Angeles-Portland and Seattle schedule via the Bieber route, and the Southern Pacific adjusted schedules to provide quickened service between, and better connections via, those West Coast cities.

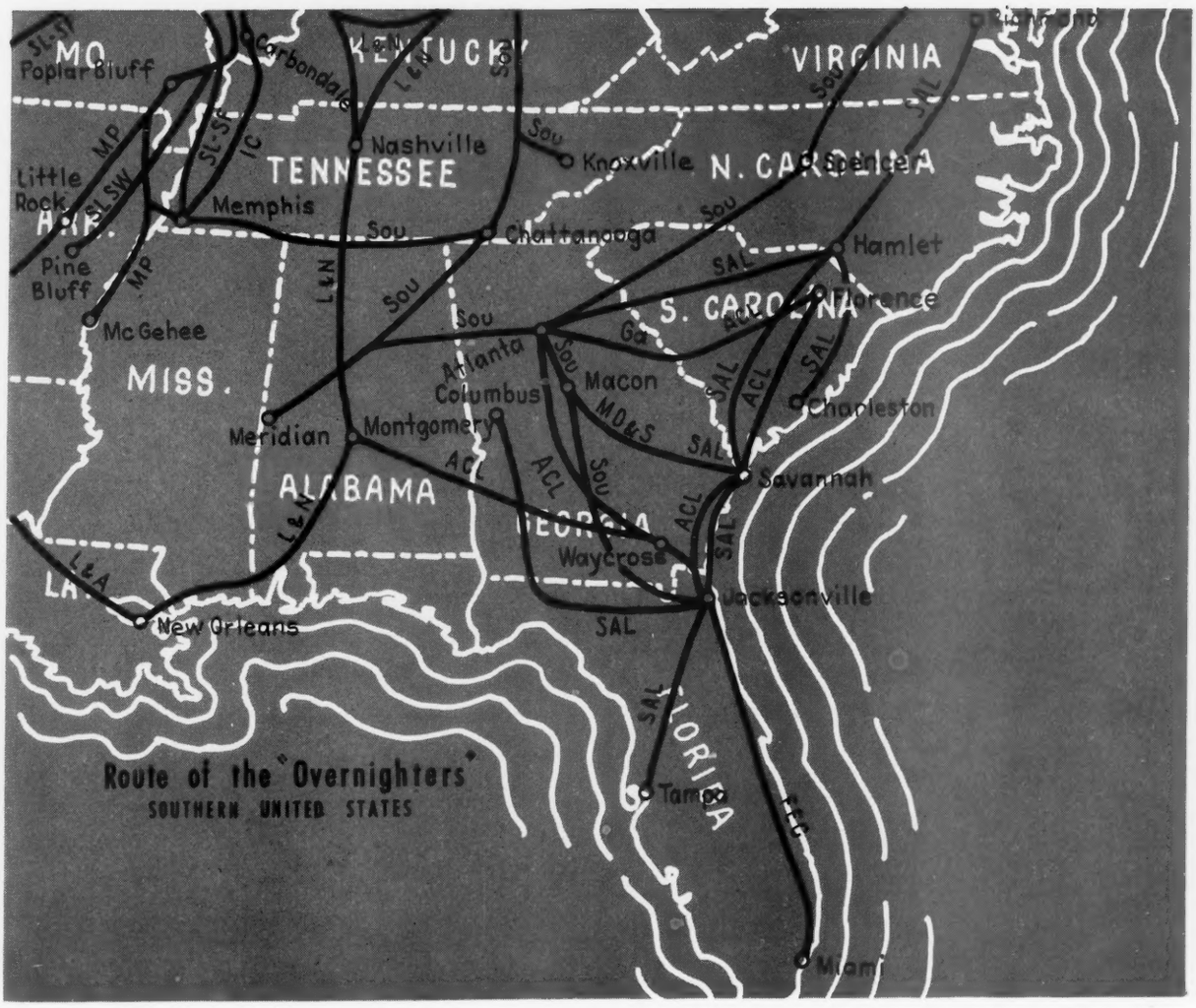
Schedule adjustments to upgrade service since the last Freight Progress Issue a year ago have been too numerous to list in detail—the foregoing changes are just highlights reported by some principal railroads in their emphasis on schedule betterments.

"Overnighters" — Eastern United States





"Overnighters" — Southern United States



"Overnighters" — Western United States



Railroad	Train No.	From	To	Mile-age
A. T. & S. F.	39	Chicago	Kansas City*	449
	37	Dallas	Galveston	362
	40	Galveston	Dallas	362
	37	Kansas City	Oklahoma City	346
	40	Oklahoma City	Kansas City	346
A. C. L.	215	Waycross	Montgomery	314
	211	Florence	Jacksonville	346
	209	Atlanta	Jacksonville	350
	210	Jacksonville	Florence	346
	214	Jacksonville	Atlanta	350
*A. C. L.-Georgia	211	Florence	Atlanta	337
B. & M.-N. Y. N. H. & H.	M-7	Portland, Me.	New York	338
C. N.	444	Toronto	Montreal	334
	495	Montreal	Toronto	334
C. P.	904	London	Montreal	450
	905	Montreal	Toronto	340
	910	Toronto	Montreal	340
	905-911	Montreal	North Bay	357
	955	Toronto	North Bay	339
C. & O.	40	Chicago	Detroit	336
	41	Detroit	Chicago	336
C. & N. W.	117	Chicago	Boone	340
	484	St. Paul	Milwaukee	311
C. I. & L.	71	Chicago	Louisville	325
	70	Louisville	Chicago	325

*Merchandise only. †Carload only. **Rock Island, Davenport and Moline.

Railroad	Train No.	From	To	Mile age
C. R. I. & P.	OMX	Omaha	Tri-Cities†**	329
	91	Tri-Cities**	Omaha	329
	93	Kansas City	El Reno	381
	96	Kansas City	Tri-Cities**	336
	91	Tri-Cities**	Kansas City	336
	390-96	St. Joseph	Tri-Cities**	317
	990-933	Kansas City	Cedar Rapids	337
	92	Kansas City	St. Louis	300
	93	St. Louis	Kansas City	300
D. L. & W.	HB-1	Hoboken	Buffalo	395
	HB-3	Hoboken	Buffalo	395
F. E. C.	345	Jacksonville	Miami	366
G. T. W.	529-537	Detroit	Chicago	316
	536-530	Chicago	Detroit	316
	2nd 484	Chicago	Port Huron	334
	490	Chicago	Port Huron	334
	535	Port Huron	Chicago	334
	537	Port Huron	Chicago	334
G. N.	405	Minneapolis	Grand Forks	340
G. M. & O.	94	Kansas City	E. St. Louis	320
I. C.	MS-1	Chicago	Memphis	527
	SE-1	Chicago	Carbondale	307
	SN-3	E. St. Louis	Memphis	313
	MS-2	Memphis	E. St. Louis	313



Railroad	Train No.	From	To	Mileage
K. C. S.-L. & A.	77	Shreveport	New Orleans	313
L. V.	BNE-2	Buffalo	Bethlehem	359
L. & N.	71	Cincinnati	Nashville	301
	71	Montgomery	New Orleans	318
	73	Nashville	Montgomery	305
	58	Nashville	E. St. Louis	324
	79-179	E. St. Louis	Louisville	321
	79	E. St. Louis	Nashville	324
M.-K-T.	275	Kansas City	Oklahoma City	343
	181-81	Dallas	Houston	339
	80-180	Houston	Dallas	339
	81	St. Louis	Parsons	387
	81	Fort Worth	Houston	327
	80	Houston	Fort Worth	327
	181-81-281	Dallas	San Antonio	327
	280-80-180	San Antonio	Dallas	327
M. P.	63-363-364	St. Louis	Memphis	328
	63-69	St. Louis	Little Rock	343
	71-173	St. Louis	St. Joseph	353
	68	Pueblo	Hoisington	339
	61	Council Grove	Pueblo	472
	67	E. St. Louis	North Little Rock	369
	361	E. St. Louis	McGehee	417
	79	St. Louis	Fort Scott	323
	67	Longview	San Antonio	340
	60	Texarkana	Poplar Bluff	325
	73-75	Fort Worth	San Antonio	337
	74-72	San Antonio	Fort Worth	337
	62-173	Hoisington	St. Joseph	352
	77	Kansas City	Scott City	406
	74-66	San Antonio	Longview	340
N. Y. C.	NC-1	New York	Buffalo*	429
	BN-2	Buffalo	New York*	429
	BB-1	Boston	Buffalo*	494
	BB-2	Buffalo	Boston*	494
N. Y. C. & St. L.	CC-2	Chicago	Cleveland	336
	BC-1	Cleveland	Chicago	336
N. Y. N. H. & H.-P. R. R.	NE-1	Boston	Philadelphia*	315

* Merchandise only.

Railroad	Train No.	From	To	Mileage
P. R. R.	NW-88	Chicago	Columbus	308
	NW-85	Columbus	Chicago	308
	IL-1	Louisville	Chicago	305
	IL-2	Chicago	Louisville	305
St. L.-S. F.	37	St. Louis	Tulsa	424
	835	St. Louis	Memphis	305
	32	Oklahoma City	Springfield	303
	31	St. Louis	Joplin	333
St. L. S. W.	43	St. Louis	Pine Bluff*	398
S. A. L.	87	Richmond	Charleston	418
	72-80	Jacksonville	Hamlet	396
	1st 74	Columbus	Jacksonville	336
	87-99	Savannah	Tampa	345
	27	Hamlet	Atlanta	325
	88	Atlanta	Hamlet	325
S. A. L.-M. D. & S.	2nd 88-71	Macon	Jacksonville	311
Southern	56	Meridian	Chattanooga	300
	54	Chattanooga	Louisville	316
	54	Chattanooga	Cincinnati	338
	53	Cincinnati	Chattanooga	338
	2nd 53	Cincinnati	Knoxville	308
	53	Atlanta	Jacksonville	331
	52	Jacksonville	Atlanta	331
	52	Memphis	Chattanooga	316
	53	Chattanooga	Memphis	316
	59	Atlanta	Meridian	340
	57	Potomac Yard	Spencer	324
	153	Spencer	Atlanta	307
S. P.	374	San Francisco	Los Angeles*	470
	373	Los Angeles	San Francisco*	470
	370	Los Angeles	Tucson*	545
T. & P.	53	Dallas	Monahans	394
U. P.	259	Omaha	Julesburg	360
	155	Kansas City	Ellis	303
	260	Los Angeles	Las Vegas	334
Wabash	96	St. Louis	Fort Wayne	342

Despite Everything, the Grain Gets Moved

Car supply has matched absorption rate of mills and elevators through years of record harvests

In a queer reversal of history," says Life in a recent article on the nation's grain surplus—mostly in federal ownership—"abundance has become a curse." That abundance is a curse to the railroads only because nature, the combine, and the government have worked together so that practically all of the grain from each producing area moves at once. The great preponderance of the winter and spring wheat crops are harvested in a three- to six-week period beginning in the Southwest about May 20, 50 days after expiration of the Commodity Credit Corporation's loans to farmers on the prior year's sorghum grains, and just 20 days after expiration of the loans on the wheat crop of the previous year.

So long as the loan value exceeds the market price—and nature's fecundity itself keeps the market prices below the support values—the commodities remain in storage until the loan expiration dates. Then the government takes possession, and it wants the grain moved promptly, right ahead of the new harvest. Great banks of high-grade box cars—as many as 15,000—which the "granger" roads have strategically accumulated in the grain belts—begin to roll away from the harvest area, loaded with year-old crops, just as the current crops reach maturity.

Public space available in elevators at the principal interior markets on April 22, 1950, as compared to April 23, 1949, decreased 37.2 per cent, despite construction of additional space for 30 million bushels. Of the total public storage capacity, only 32.5 per cent was available, as compared to 55.7 a year ago

Location	1950 Space Available (thousand bushels)	1950 Per Cent	1949 Space Available (thousand bushels)	1949 Per Cent
Amarillo	1,610	22.5	3,327	46.7
Dallas	1,450	44.6	2,550	78.5
Enid	12,522	37.1	13,906	52.0
Fort Worth	7,650	31.3	13,609	54.5
Hutchinson	3,590	18.8	3,978	24.1
Kansas City	11 039	23.9	15,134	33.6
Wichita	1,024	6.6	3,848	31.4
Salina	1,990	33.4	2,120	53.7
St. Joseph	2,184	30.3	3,825	53.1
Dodge City	125	6.1	465	30.0
Great Bend	554	46.8	593	50.1
Wellington	778	33.0	1,205	51.1
Omaha-Council Bluffs	6,508	25.8	11,986	47.5
Chicago	10,996	32.7	20,942	74.7
Milwaukee	3,362	43.6	5,624	74.0
Peoria	104	10.4	656	65.6
St. Louis	8,539	60.0	9,861	69.3
Duluth-Superior	11,399	23.4	25,904	59.9
Minneapolis-St. Paul	20,304	36.9	35,313	64.1
Sioux City	2,277	54.2	1,598	55.1
Buffalo	18,171	51.3	26,738	75.5
Indianapolis	1,178	23.6	2,895	57.9
Total Markets	129,324	32.5	206,087	55.7

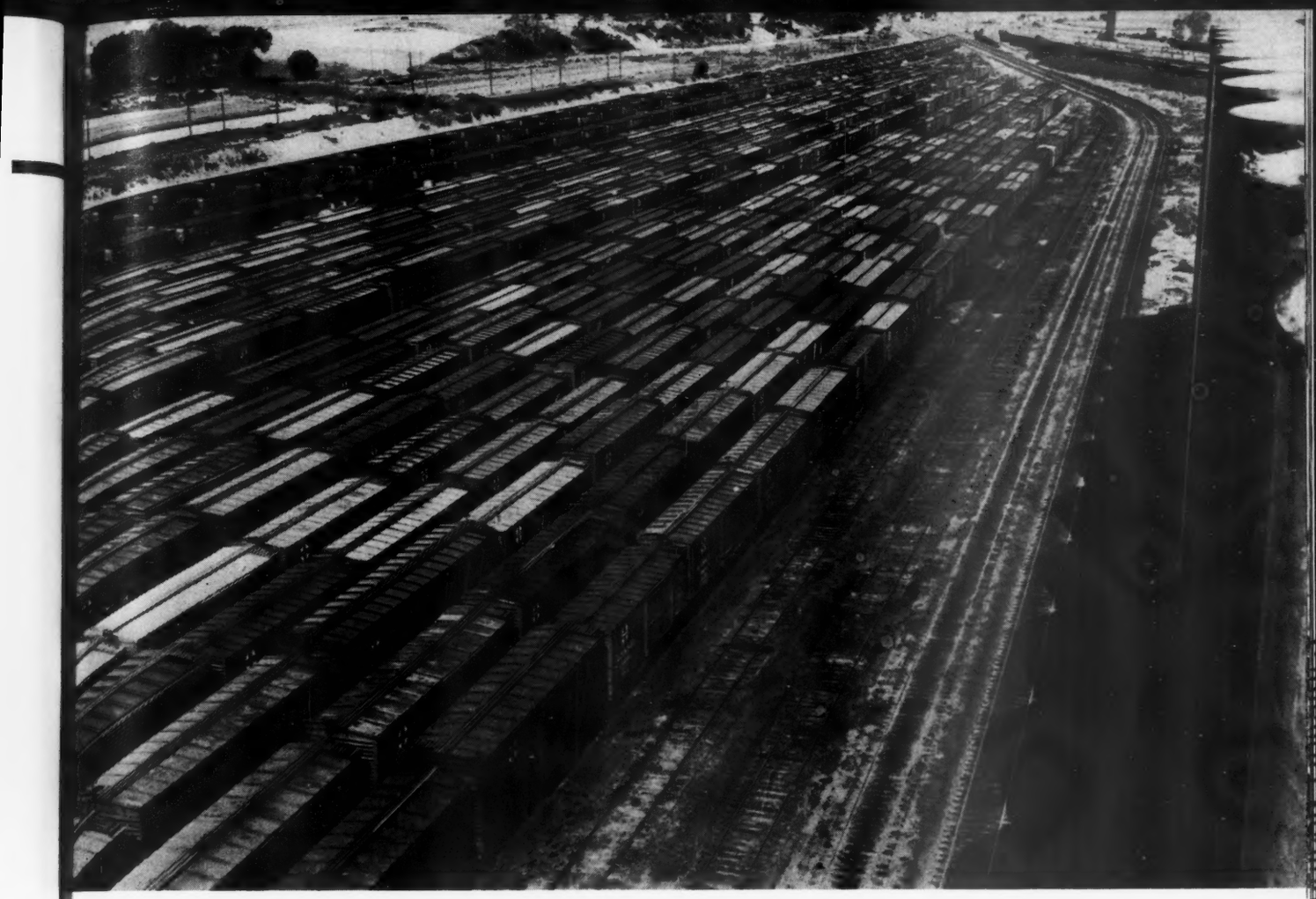
Billion-Bushel Crops

This situation plays havoc with the railroads' car supply, not only because their car reserve is depleted in the face of the new harvest, but because local grain elevators, and even subterminal and terminal facilities, are swelled with the old grain, requiring the new crop to travel greater distances seeking available storage space, and so lengthening the turn-around time for the cars.

How big a factor is the government in grains? The C.C.C.—described by Senate Agriculture Committee Chairman Elmer Thomas as the world's largest corporation—presently holds nearly a billion bushels of grain under price support loan or purchase agreements. Of this, 900 million bushels are from the 1949 harvest, and 100 million are carried over from the 1948 crop. Of this billion bushels, it is anticipated that 450 million bushels of wheat alone, 270,000 box car loads, will come into government possession and be subject to movement right ahead of the 1950 crop. The current wheat crop may total another billion bushels, enough to fill 600,000 additional cars.

Storage Space Limited

How much wheat will actually move, however, will be determined by the amount of storage space available. Additional public storage space at interior markets providing for 30 million bushels has been constructed since 1949, an increase of nearly 10 per cent. But the amount of grain in public storage, as of April 8 this year, totalled 274 million bushels, 108 million bushels more than was in storage a year ago, so that despite the improvement in total public space, space unoccupied has decreased appreciably. The accompanying table shows public storage space unoccupied and available for storing



grains as of April 8, 1950, compared with the same date a year ago.

Exposed as they are to these pressures, the railroads succeed in accomplishing their annual harvest-haul only by careful advance planning, constant surveillance of weather, moisture, soil and pestilence conditions, and a will to get the job done. In preparation, the westward migration of empty box cars usually begins in mid-April. This year Special Car Order No. 56, issued by the Car Service Division of the Association of American Railroads on April 6, and effective April 12, started the homeward trek by ordering all Eastern, Allegheny, Pocahontas and Southern regional lines to expedite all plain box cars of the 12 principal Western grain loading roads "in short route or home route to owners . . . exceptions: none." The purpose of this order is to build up the box car supply on the granger roads to meet adequately the demands of ordinary commerce so that the lines will not find themselves short when the grain movement gets under way.

The date of peak harvesting normally moves northward and westward, advancing pretty generally in conformance with latitudes and altitudes. It is attained in Texas about June 11; in Oklahoma about June 21; in Kansas about July 1; Nebraska and Colorado about July 11, and the Northwest states about August 11. In the Rocky Mountain areas the peak is generally reached early in August.

Competing carriers join forces to keep the car supply adequate as the demand shifts. If elevator space is available in subterminals—such as Enid, Okla., for North Texas and Oklahoma crops, or Hutchinson, Kan., for that state's crop, or in nearby terminals such as Kansas City—the grain cars will average three turnarounds a month during the harvest season. If the grain has to go east to Buffalo, for example, to find storage, that upsets the car service applecart, and some cars may get only one load—instead of three—out of that particular origin territory during the harvest.

The Cars Must Move

Most important of all, box cars must not be used for storage. Last year an embargo against all bulk grain moving to areas where storage was known to be tight prevented billing or reconsignment except when endorsed "specifically naming firm with which grain will be stored under prior arrangements definitely made." This didn't keep cars from going long distances, but it did curb their use for other than transportation purposes.

The railroads would like to see the C.C.C. stagger the loan expiration dates on small grains, particularly wheat—a simple expedient, and one within the means of the Department of Agriculture to effect, by which grain purchased by the government would be subject to shipping orders at different dates in the different harvest areas. This would eliminate a simultaneous nationwide demand for high-grade box cars for movement of the prior year's crop. This small measure of help would greatly facilitate the railroads' annual task of getting all the cars needed to all the shippers in all the producing areas during the brief peaks, which begin late in May and are all over early in September.

TRUCKERS EVADE RESPONSIBILITIES

"In the 12 months ending last October 31, railroads and trucking lines under Interstate Commerce Commission regulation together handled a freight business of about $10 billion. The trucks ran up 6.7 per cent of the ton-miles. *They took in 25.44 per cent of the total revenues.*"—Fortune, May, 1950.

Let X equal the total amount which would be paid by shippers if trucks carried 100 per cent of the ton-miles now handled by railroads and trucks combined. Then try a little simple high-school mathematics:

6.7 : 100 = $2.544 billion : X
6.7 X = $254.4 billion
X = $37.970 billion.

A $38-Billion Freight Bill

It works out—disregarding, of course, any complicating factors—to a total cost of almost $38 billion for transportation by truck alone of goods now carried, by rail and truck together, for $10 billion.

Fantastic? Possibly so. But the equation, and the figures behind it, show that:

1. While commercial trucking may save some shippers some money under some circumstances, it would, if carried beyond a certain point, cost most shippers more money under most circumstances—even with no allowance for added highway costs or loss of railroad taxes.

2. The railroads are fully justified in their assertion that the trucks are "pick-and-choose" carriers, taking remunerative freight while leaving unremunerative.

3. The "trucking industry," with its regulated components alone grossing $2.5 billion per year, has reached a stage of maturity where its users should, and its competitors may, fairly expect it to assume the obligations and responsibilities of maturity—specifically:

a. A reasonable minimum of necessary regulation.

b. A fair share of the cost of building and maintaining public highways which it uses and without which it could not exist.

c. Reasonable regard for preservation of those facilities, and the rights of others who also use them.

d. Obedience to laws and regulations.

To date, the "trucking industry" as a whole, with perhaps some few exceptions, has shown no inclination to accept any of those responsibilities.

Interstate Commerce Commissioner John L. Rogers recently told a House subcommittee that 21,638 motor carriers hold operating authority from the I.C.C., while 40,000 other carriers, not subject to regulation, transport "exempt" commodities; there are in addition, he said, an estimated 130,000 "private" carriers. There is constant agitation to weaken such regulation as does exist, by broadening the field of private carriage, or "exempting" additional commodities. And even the common and contract carriers, which theoretically are subject to regulation, have succeeded in many instances in "evading and violating" it by such measures as "trip leasing" of itinerant "gypsy" trucks—a fact clearly brought out in the I.C.C. examiner's proposed report in Ex Parte No. MC-43, August 26, 1949.

As a result, the "trucking industry" is, in the words of Vice-President Andrew H. Phelps of the Westinghouse Electric Corporation, "in a state of semi-regulated confusion and threatens the orderly development of a well integrated and economically sound system of transportation that will best serve the needs of our economy." And the "industry" has given no evidence of recognizing any obligations to assist in ending that confusion.

Number of truck combinations, per 1,000 loaded and empty vehicles, that exceeded the permissible axle, axle-group, or gross-weight laws in effect in the states by various percentages (maximum) of overload, in the summer of 1948

Region	Number per 1,000 overloaded	Number per 1,000 overloaded more than 5 per cent	10 per cent	20 per cent	30 per cent	50 per cent
New England	124	90	62	30	16	2
Middle Atlantic	185	126	101	55	27	4
South Atlantic	190	126	84	34	15	1
East North Central	212	157	104	51	22	3
East South Central	183	139	100	55	24	5
West North Central	214	144	81	31	13	2
West South Central	164	125	88	44	23	6
Mountain	175	138	98	46	21	4
Pacific	112	53	28	10	1	—
United States average	179	124	83	40	18	3

Source: Public Roads, February, 1950

Payment of Fair Costs

According to recent independent studies by Griffenhagen & Associates, 100 ton-miles of travel over New York State highways cost a private automobilist 23 cents in license fees and fuel taxes; the same 100 ton-miles cost the operator of a heavy truck only 5 cents for such expenses. In Illinois the corresponding cost is 15 cents for a private automobile; 6 cents for a 55,000-lb. truck. In Utah, the State Tax Commission has said that a passenger car pays from two to four times as much per ton-mile as a heavy truck; and in California a state study found that heavy trucks, although responsible for more than half of all highway expenditures, are paying only about one-third of highway costs.

The situation in these states may—or may not—be worse than that in other states from which corresponding figures are not presently available. But those figures are up-to-date—and also down-to-earth—and they show that the "trucking industry" is still doing a lot of free riding at the expense of motorists and of taxpayers generally; that it has a long way to go before achieving the mature responsibility of fully paying its own way.

Thomas H. MacDonald, commissioner of the Bureau of Public Roads, said a little over a year ago, "We are overloading our highways. . . . A relatively small number of extra-large and extra-heavy trucks are imposing



The operator of the 44-ton truck combination at the right disregarded his responsibility to observe the posted weight limit of 8 tons on this bridge at Little Falls, N. J. Result—an unwanted ducking for two light, unloaded coal trucks; and an unwanted bill for bridge reconstruction for New Jersey taxpayers—one of the many hidden costs that don't show up in rates charged by the truckers, because the truckers don't pay them

an undue burden upon the highways and their other users." The chief engineer of the Louisiana State Department of Highways said recently that "Louisiana's highways are being pounded to death by inconsiderate operators of overloaded heavy trucks." The American Association of State Highway Officials at its 1949 convention reported that "This ruinous practice of overloading our roads is destroying our primary highways faster than we can rebuild or replace them. . . . This association urges all highways users and shippers . . . to refrain from contributing . . . to the abuse of our public highway systems by overloading."

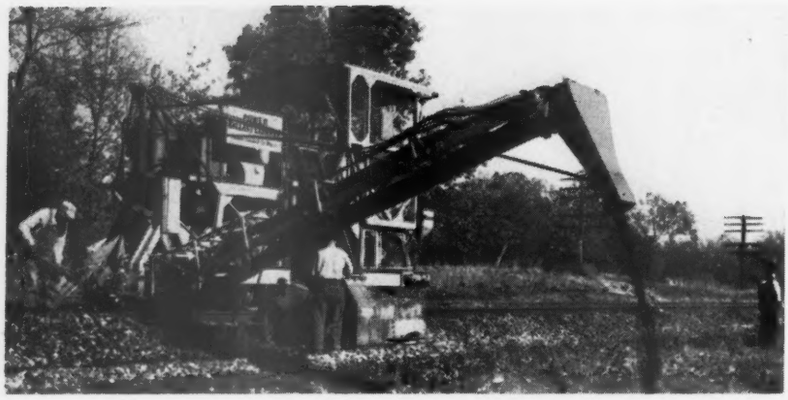
The A.A.S.H.O. describes as "very liberal" the standards of truck size and weight which it advocates. Most states now have in effect comparable, or even more liberal, standards. Yet the truckers continue to lobby, at almost every session of every state legislature, for larger and heavier limits—in complete disregard of any obligation to consider the capacity of existing highways and bridges or the ability of the various states to maintain and rebuild them.

The accompanying table tells an amazing story of widespread and apparently deliberate violation of law. Bearing in mind that the figures cover both loaded and empty vehicles, it seems clear that actual violations by loaded vehicles must have been nearly double the figures given. And when the overload is more than 5 percent, evidence of deliberate intent becomes well-nigh indisputable.

Figures in the table are borne out by experience in individual states. In Louisiana—"almost every loaded vehicle [of a given class] was violating the weight law." In Wisconsin—in the last half of 1949, 2,500 of 35,000 trucks weighed were operating in excess of axle-weight limitations or of license fees paid. In Maryland—in 1949, 3,458 truckers were overloaded. In Virginia—in 1949, one out of every eight trucks checked was violating the state's weight law. In Illinois—in 1949, 31,000 truck operators were exceeding weight limits. And there is no way of knowing how many more overloaded trucks, in those and other states, escaped detection.

Violations of I.C.C. safety regulations, as cited by the examiner in Ex Parte MC-43, ranged from 69.3 per cent of trucks checked in the North Central region to 94.0 per cent in the South.

Judged by its revenues, the trucking industry has come of age. But it has not yet accepted the obligations or responsibilities of maturity. Until it does it will continue to retain unfair advantages over its railroad rivals. And it, and the shippers who aid it in avoidance of its proper obligations, will continue to retard "orderly development of a well integrated and economically sound system of transportation," to the detriment of carriers and shippers alike.



The latest addition to the Pullman-Standard line of track-maintenance machines is this ballast cleaner, which is reported to be capable of cleaning ballast at a rate as high as 1,000 ft. of track an hour. It may be operated alone or in production-line sequence with the two other Pullman-Standard units—the Power Track Cribber and the Power Ballaster

Big Track Machines Combat High Costs

More than ever machine power is replacing manpower in the field of track maintenance, with the result that better track is being obtained for less money

There never has been a time since the dawn of the machine age on the railroads when there wasn't a demand for new or better machines for reducing the cost of track maintenance, and there never has been a time when there wasn't at least some development work going on to meet the demand. But in recent years such activity has been greater than at any time since the railroads first began to use machines for maintenance work. The reason is that the sharp increases in wage rates of the past few years have raised to an all-time high the pressure on maintenance men to effect labor economies without sacrificing maintenance standards. Accepting the challenge, manufacturers have intensified their efforts to develop machines designed to produce the desired economies. Some of the results of this development work are pictured in these pages. A number of these machines are entirely new designs. Others have been vastly improved to enhance their efficiency.

As a rule these are rather complex machines, ruggedly built to perform heavy, exacting operations, and consequently they are high in first cost. But the railroads using them have realized some amazingly high returns on the investment in them. A large eastern railroad, for instance, put ballast tamping on a mass-production basis in 1947 by the purchase of 25 large tamping machines. Since then all the machines have more than paid for themselves through direct savings in labor costs—savings which amount to about $800 per mile of track compared with previous methods of surfacing used. Last fall, the same road, using four large machines—two cribbers, a ballast cleaner and a tamper—renovated a stretch of track with only 24 men at a rate of 600 ft. per hour. It is estimated that equivalent work and progress by previous methods would have required at least 200 men.

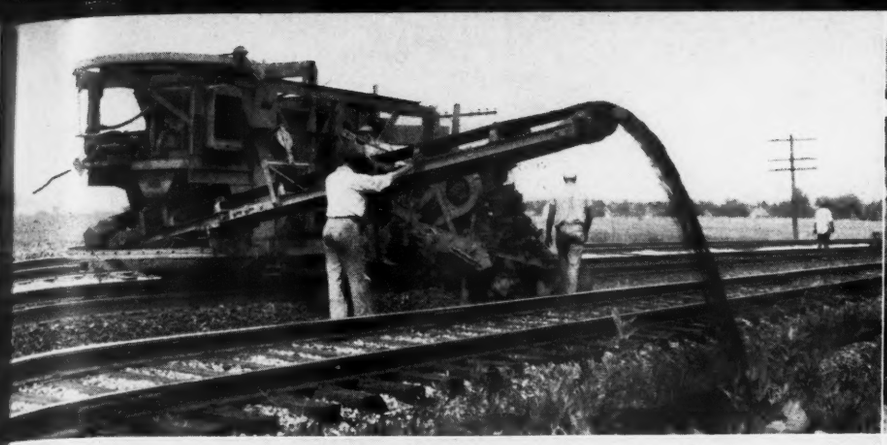
To give another example: in the past three years a large western railroad has mechanized the tamping work of all its ballasting gangs with large on-track tampers. As a result, production rates of these gangs have been doubled and the savings produced by each machine in a single season are more than sufficient to cover the initial cost of the unit.

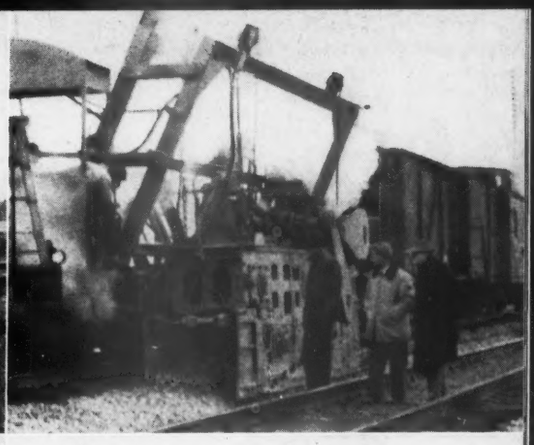
But the immediate, direct saving in the cost of track maintenance made possible through the use of machines is not the whole story. Such machines also make it possible to obtain better track from the viewpoint of both riding qualities and durability. Moreover, machines are now available which permit the roads to undertake economically, and to the extent necessary, work which in the past had to be confined to short stretches or totally neglected because the cost of doing it would have been exorbitant.

Ballast renovation is a good example of this. Machines for cleaning the ballast in the track shoulders and in the spaces between tracks have been available for many years, but during the past few years a number of new types of machines for doing this work have been introduced. Formerly, the task of removing the ballast from between the ties was largely a pick-and-shovel operation, but recently several different types of machines have become available for doing this work mechanically. The result is that, depending on the particular circumstances, the shoulder and intertrack ballast may be cleaned alone; the crib ballast may be removed and cleaned along with the shoulder ballast; the entire ballast section may be cleaned in a single operation; or all the ballast may be removed and wasted—all by machines.

Recent developments in mechanical equipment have opened the door to large savings in another phase of

(*Continued on page* 194)

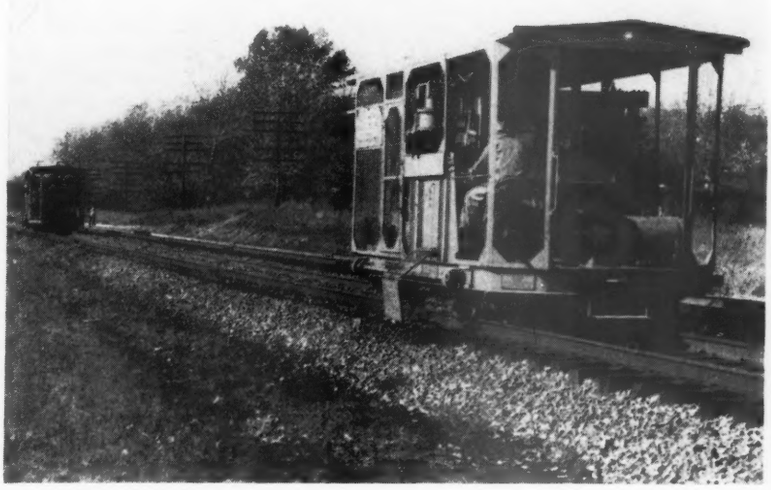








Left above—Nordberg Ballastex-Screenex for ballast renovation. The Ballastex excavates intertrack or shoulder ballast and feeds it to the Screenex coupled behind. The Screenex cleans the foul ballast, wastes the dirt beyond the track shoulders and returns the cleaned ballast to the track. The Cribex, which removes the ballast from between the ties, may be teamed with these machines. Left below—The Matisa ballast cleaner is a self-propelled unit which, by means of a continuous excavating chain threaded beneath the track structure, together with a series of conveyors and screens, digs, elevates and screens the ballast, discharging the cleaned stone between and underneath the ties and disposing of the waste dirt clear of the track. Right above—This Ballastmaster machine is reported to be capable of cleaning a path of ballast 4 ft. wide on both sides of the track simultaneously at a rate of a mile an hour. All operations of the unit are powered by steam turbines, using steam furnished by a locomotive which also supplies the propelling power when traveling and working. Right below—The Nordberg Cribex excavates the ballast from between the ties and deposits the material on the track shoulder. It utilizes a carriage-mounted boom on which moves an endless chain equipped with digging flights. The boom is inserted into the crib from the tie ends. Half a crib is excavated at a time at a production rate of 80 to 130 half-cribs an hour



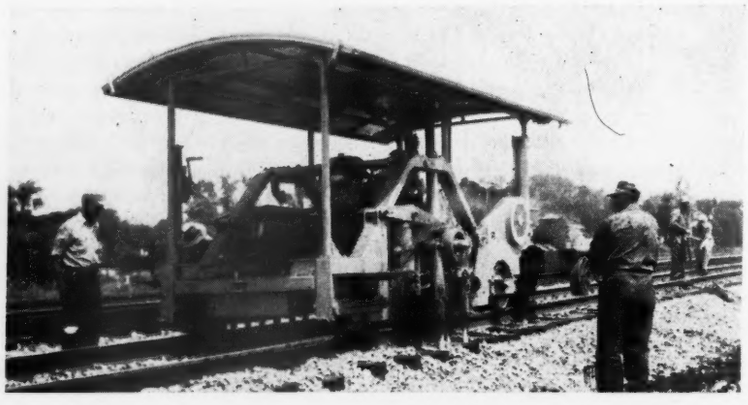
The Pullman-Standard Power Track Cribber for skeletonizing track is frequently worked in pairs for mass production, as shown here. This machine is equipped with drop-head mounted picks which loosen the crib ballast, and digger bars which remove the loosened material from the cribs. Crib profiles are automatically sloped for proper drainage. The production rate for each machine is approximately two cribs per minute





Left—The McWilliams crib cleaner—a self-propelled unit which can be used either for crib excavating and ballast cleaning or, if desired, for crib excavating only—may be converted from a ballast cleaner to a crib excavator merely by removing the screens. All operations of the units are controlled by one man. Right—The 1950 Jackson Multiple Tamper incorporates a number of improvements designed to increase efficiency of operation. The machine is a self-propelled unit equipped with 12 individual electric vibratory tampers. One road has found that the unit, operated by one man, performs the tamping work of 24 men



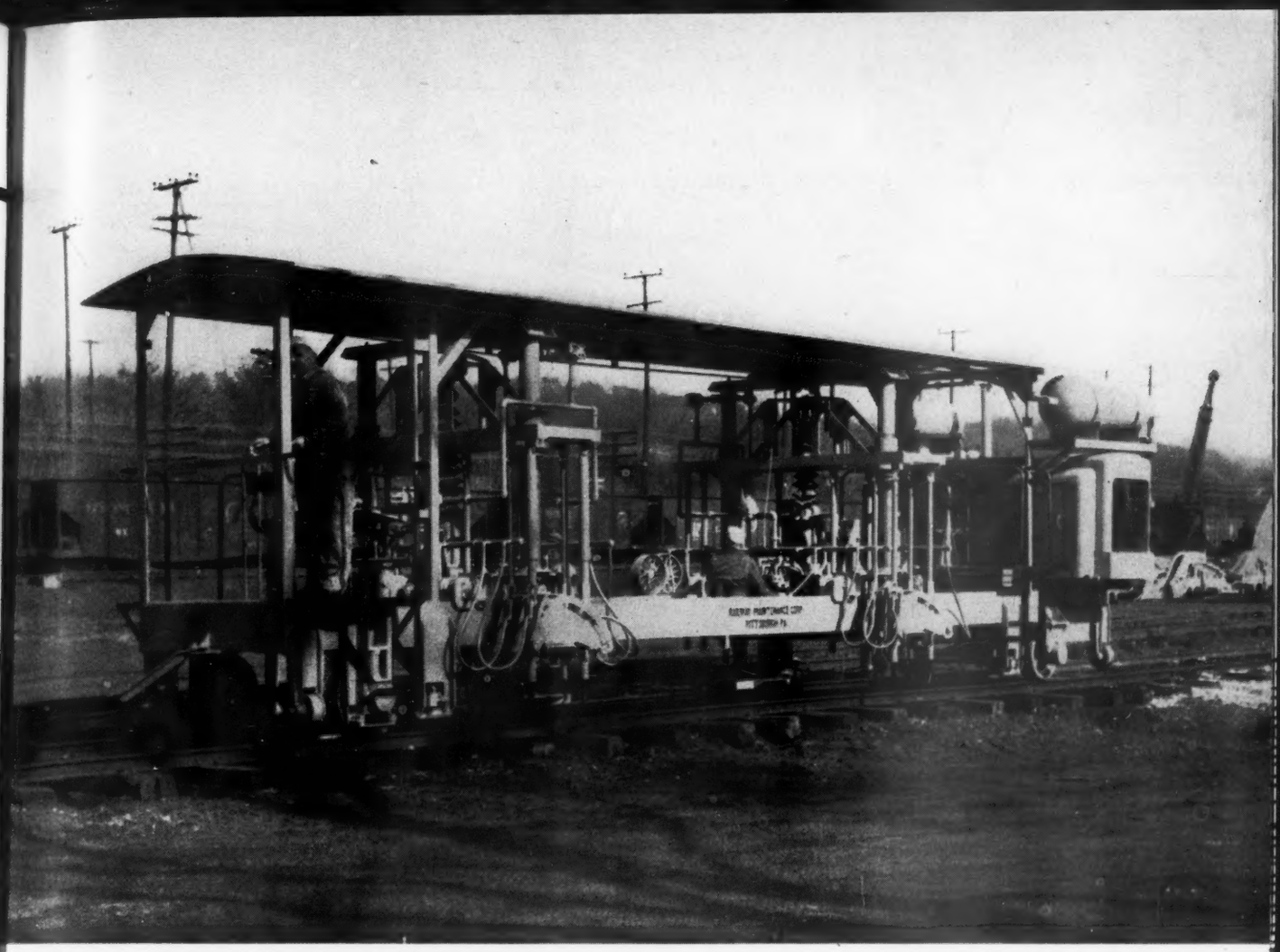


Left—Pullman-Standard's tamping machine—the Power Ballaster—self-propelled and one-man operated, is equipped with eight tamping shoes, four at each rail, which are given a pile-driver action by a 6,200-lb. drophead. Production rates average about ½ mi. per day. The latest model incorporates a device which removes the load of the machine from the untamped track beneath the front wheels. Right—The Matisa tamping machine, also self-propelled, incorporates eight tamping tools at each rail, arranged in two opposing banks of four tools each. In the tamping operation the tools are dropped into the ballast under air pressure, after which the opposing banks, while vibrating at a high rate, are forced toward each other by a chain-driven screw. Tamping rates with the machine are reported to range from 350 to 500 ft. of track per hour

(*Continued from page* 192)

maintenance-of-way work—the removal of accumulated debris from yard tracks—which work in the past was largely carried out by expensive hand methods. Through the use of new equipment last year a western railroad slashed its yard-cleaning costs by 66 per cent compared with the previous year, when hand methods were used.

This discussion, and the accompanying photographs, have been confined to large, or relatively large, track-maintenance machines that have been introduced new or materially improved since the end of World War II. This is the more spectacular side of the picture. The other side is that the many other types of machines already available have continued helping to keep maintenance costs down, while there have been many new developments not mentioned here.



This Railway Maintenance machine, operated by only three men, combines in one unit both track-raising and tie-tamping operations. In resurfacing work this machine lifts a section of track (about half a rail length) to the desired grade and holds it there while 10 to 12 ties, depending on their spacing, are uniformly air tamped at a rate of from 8 to 12 ties per minute





Left—Designed by three maintenance officers of the Elgin, Joliet & Eastern, this two-machine team of yard-cleaning equipment produced remarkable savings last year on that road. The cleaning unit in the foreground, incorporating a unique impeller, removes debris from the track and piles it in windrows, while the loading unit behind scoops up the windrows and conveys the dirt to push-car mounted dump boxes. Right—Removing debris from yard tracks and intertrack areas, and discharging the material into trucks, gondolas towed behind, or cars of a work train on an adjacent track, is the chief function of this machine—the Pettibone Mulliken Trak-Kleener. Its reported loading rate under average conditions is three carloads per hour







"SIGNAL HONORS" FOR FREIGHT

Up-to-date controls speed customers' goods through yards and on the road

Modern railroad signaling systems accomplish three important results: They improve safety of operation; they save time for trains on the road and for cars in yards; and they reduce operating expenses. A modern freight classification yard, for example, equipped with controlled signals, power switches and devices known as retarders, represents the most practical method of expediting terminal handling, and at the same time reduces operating costs. Such modernization of yard operations on some roads has resulted in the classification of cars on a system-wide basis, thereby expediting movement and eliminating the loss of time when switching and the expense of switching at several other points. Improved performance such as this is in contrast with the use of older "rider humps" and "flat switching" yards, and the frequent reswitching of trains at intermediate terminals.

Classification by signals, power switches and retarders is uninterrupted and fast. The time lost previously in waiting for riders is eliminated, and operations continue regardless of weather conditions. The speed of cars is controlled by the retarders which are mounted alongside sections of the rails to grip the sides of the car wheels, and cars are routed to the designated classification tracks by power switches. This up-to-date procedure has reduced the cost of classification as much as 50 per cent in some cases. The work is handled with fewer engines, and there has also been a reduction in injuries to employees, as well as in loss and damage to equipment and lading. At the same time, service has been improved—a vital factor in this day of keen competition with subsidized types of transportation.

An important economic advantage of this operation is

Top—Minute-a-mile savings in time for freight trains can be accomplished by C. T. C. on busy single-track lines

Center—Automatically controlled crossing gates and signals improve protection and reduce operating expenses

Bottom—Consolidation of interlockings to include outlying junctions coordinates train operations and saves train stops



Photo courtesy Union Pacific

Signals, power switches and retarders expedite operations in this modern freight classification yard

that the tonnage of road freight trains frequently may be increased as a result of faster terminal handling because more cars are ready for departure on manifest trains. This has enabled many roads to make greater utilization of available road locomotive power with consequent reduction in freight train-miles. The growth in retarder-equipped yards has been rapid. Today there are 50 large yards so equipped, and others are under construction or in the planning stage.

On the line of road, modern signaling reduces operating expenses and enables trains to get over the road in less time. One of these signal systems, centralized traffic control, includes power switches at sidings and junctions, and these switches, as well as signals at such locations, are controlled by the dispatcher on a division 100 miles to 200 miles or more in length. On busy single-track divisions, the installation of C.T.C. saves an average of about one minute for each freight train for each mile. Thus, in traversing a 120-mi. division, the through freights would save two hours. As a result, almost all crews make their runs without overtime. Freight train-hour costs (exclusive of train crew wages) varied, in 1948, from about $23 per hour on several roads to $30 per hour, or more, on numerous other roads. In addition to savings in wages represented by overtime, and freight train-hour costs, the installation of C.T.C. permits the closing of train order offices, as well as replacement of manually controlled interlockings by power units in the C.T.C. system. Accelerated road movement and the provision of power switches on sidings has enabled many railroads to increase the tonnage of trains, with the end result of reducing the train-miles required on an operating district.

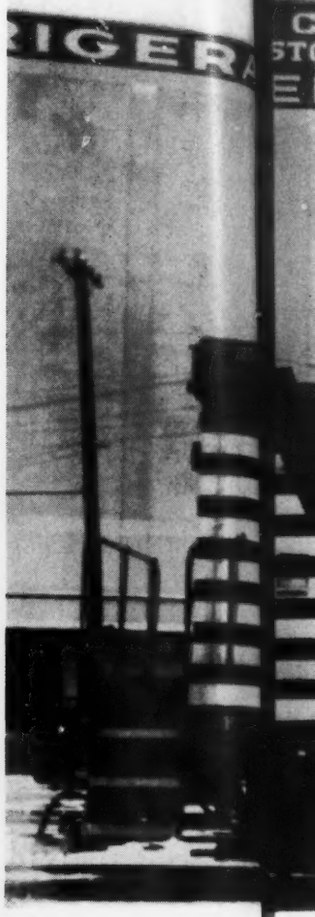
The increased track capacity and flexibility of train operation made possible by C.T.C. has permitted the removal of one main track on short sections of three-track and of one main track on extended mileages of double-track without loss of capacity. Benefits include important cuts in continuing costs of track maintenance and taxes.

Interlocking, signaling and highway grade crossing protection projects which hitherto have been postponed because of inadequate returns, are now being recalculated on the basis of increased wage costs under the 40-hour week. The annual operating expenses for an open train order office or an outlying interlocking, including wages for operators or levermen as well as building maintenance and other incidentals, has been calculated by one road to total about $15,000. Depending on cash available and other factors, some roads figure that an annual saving of $15,000 will warrant an expenditure of $75,000 to $100,000 or more, and one road goes as high as $150,000. On this basis, many roads are installing remotely controlled interlockings or centralized traffic control with evidence that they will pay for themselves in a few years. At many railroad grade crossings with streets and highways where gatemen or watchmen are on duty, one, two or three tricks every day, the present-day wage cost will represent an annual return of 25 to 35 per cent or more on the cost of installing modern automatically controlled flashing-light signals and gates.

Radio Reaches Industries' Sidings

Benefits, to shippers and consignees, of two-way radio telephone communication between yardmasters and crews of switch engines working sidings in large industrial areas are numerous





Above — Radio-equipped Diesel-electric switching locomotive in warehouse area. Radio antenna may be seen on the top of the cab. Left —Yardmaster broadcasting instructions by radio to crews working in outlying areas

Many roads are bringing the benefits of two-way radio telephone service directly to side-track industries they serve. Through the medium of two-way radio telephone communication between yard offices and switch engines working in and about widely scattered factories, team tracks, stock yards and warehouses, railroad yardmasters, who are constantly in touch with industries regarding shipments and loading and unloading of freight cars, have an instant and continuous means of contacting switching crews—and *vice versa.* Delays in service are thus minimized and shipments expedited—not always the results when yardmasters and crews have to depend solely upon conventional telephone service or considerable use of shoe leather to locate one another.

Denver Industrial Areas

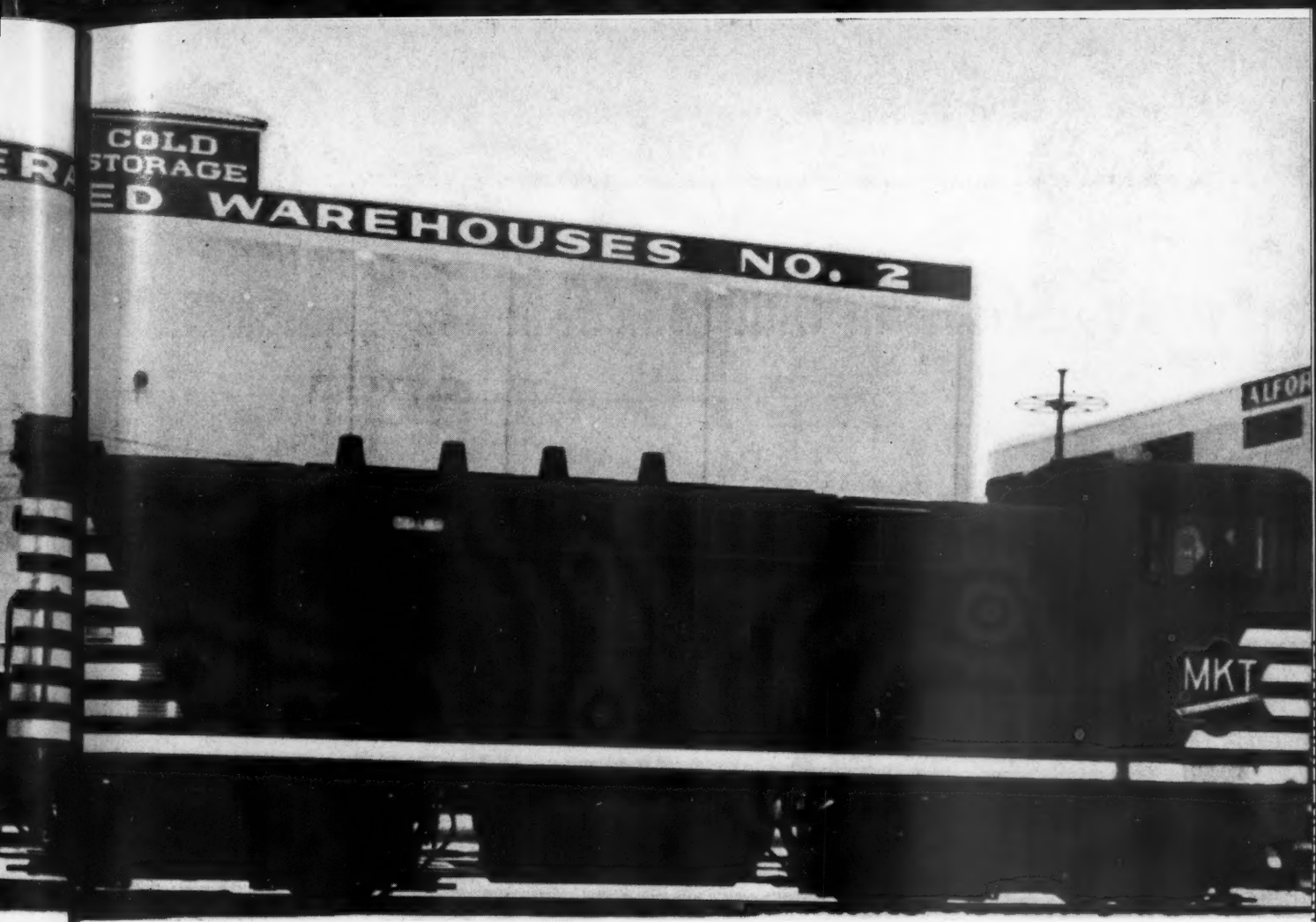
In Denver, Colo., for example, the Denver & Rio Grande Western has several radio-equipped yard offices and Diesel-electric locomotives which serve industrial switching areas. When the switching locomotives leave the yards to deliver and pick up cars in these areas, the yardmasters can reach the enginemen at any time after they have departed, and instruct them to pick up or deliver additional cars, or to perform other work. Without the two-way radio communication, this would be impossible until the crews called in by telephone or returned to the yards. The radio is also helpful to crews in the performance of their work, as they can keep in touch with one another with regard to their respective locations in the Denver area. In addition, the radio control units in the yard offices are tied together by land-wire lines, and can be used as an independent intercommunicating system without conversation going on the air. This feature is helpful in keeping the regular telephone lines open for other business, such as calls from shippers and consignees.

The communications department of the Rio Grande has estimated that the railroad is able to handle at least five per cent more cars per engine-hour as a result of radio operation in yard service.

The Toledo Terminal, a double-track belt line which practically encircles the city of Toledo, Ohio, connecting some 100 industries directly with 13 other roads serving the city, has a number of Diesel-electric switching locomotives and a yardmaster's office and dispatcher's office equipped with two-way radio equipment. Prior to the installation of radio, contact with switching crews was maintained by telephone or towermen at interlockings, often resulting in considerable delay and lost motion in connection with industrial switching operations. But with the radio available between the yardmaster, dispatcher and the engines, these situations are being met with maximum efficiency, thus enabling the road to give optimum service to shippers.

In its Miami (Fla.) terminal area, the Florida East Coast serves many industries, team tracks and waterfront docks, much of the traffic consisting of seasonable perishables, requiring prompt handling and servicing of refrigerator cars. To expedite these industrial switching operations, the railroad has two-way radio communication between its yard office, the switching locomotives and the automobile of the terminal trainmaster who has charge of the busy terminal operation and perishable loading.

The Chicago, Burlington & Quincy is using radio equipment in three yard offices and on a considerable



number of switch engines in its Chicago terminal area as an aid in providing better service to shippers and obtaining improved utilization of locomotives. In one instance, a shipper made a rush request by telephone for two empty gondola cars. Using the radio, a yardmaster called a switching crew which was working in the area of the shipper's plant and instructed them to pick up and spot two such cars. The radio, in this case, saved several hours, which was particularly important to this customer because he was paying $150 a day for a crane to load cars.

Fourteen-Mile District in Dallas

As a means of expediting service to shippers in Dallas, Tex., the Missouri-Kansas-Texas is using two-way radio communication between the yardmaster and several Diesel-electric switching locomotives which work numerous freighthouses, factories and warehouses in industrial areas scattered throughout a 14-mi. district. In one instance, after a switcher had left its "home" yard, the U. S. Rubber Company phoned the yardmaster that it desired to have an unscheduled switch of nine cars for unloading. By the radio, instructions were given to the crew, with the result that the company was able to unload three more cars that day than otherwise. Previously, under similar circumstances, but without two-way radio communication, the yardmaster would have had to telephone various industries, requesting them to look for his switch engine and to ask the crew to telephone in—a slow and uncertain procedure.

In another case, the Neuhoff Packing Company was expecting two cars of hogs, but no one knew the whereabouts of the cars. A connecting-line transfer clerk called the Katy yardmaster, advising that he had the cars, but that the Katy transfer engine had departed. By use of the radio, the yardmaster called the transfer engine, instructing the crew to return for the two cars. This instance saved a round trip for the locomotive, and enabled delivery of the cars three or four hours sooner.

Another industry, the Kroehlers Company, called the yard office one morning for a 50-ft. box car to be loaded that afternoon. Having none in the yard, the yardmaster put out a "general alarm" to all radio-equipped switch engines. A 50-ft. car was located and spotted on the company's siding on the dot of 2 p.m. In another instance, Standard Brands completed the unloading of a car of molasses and wanted another car spotted for unloading as promptly as possible. The company called the railroad's yardmaster by telephone, and he, in turn, radioed a switch engine which was working in that district; the cars were moved promptly as requested.

These are but a few examples of what some railroads are doing in bringing two-way radio communication to shippers' and consignees' sidings in large industrial areas, and the benefits thereof to industries and the railroads themselves. The Union Pacific and the Missouri Pacific in Kansas City, Mo., the Central of Georgia in Atlanta, the Atlantic Coast Line in Jacksonville, Fla., the Western Maryland in Baltimore, the Santa Fe in Chicago and Los Angeles, and many others have made similar accomplishments.

More Gains in Unit-Load Handling Equipment

In the year since the 1949 Freight Progress Number appeared, the list of freight stations with equipment for handling unit loads has grown about 20 per cent. (In the two years since this *Railway Age* list first was published the increase has been from about 480 stations to the present 817.) This compilation of unit-load-handling stations in itself by no means represents the full extent of mechanization of railroad freight-handling operations. At many of the stations on this list there are batteries of fork trucks, just as there are of platform burden carriers, "merry-go-round" powered conveyors, gasoline- or electric-powered tractors and mobile cranes.



As predicted in the Annual Statistical Number (*Railway Age* of January 7, 1950, page 174) this year promises real growth in the use of mechanical handling devices. With many of the larger roads making an all-out effort to get more l.c.l. business back on the rails by improving service, the need for such modern facilities will be greater than ever. Also calculated to advance mechanization is the increasing amount of experimentation with portable containers, which require a lift truck of some sort to handle them. Not all railroads are convinced that these containers will reduce handling costs, but there are many station men who feel that they do decrease loss and damage to lading. That is a cost reduction in itself, and a highly desirable one, of course.

Now that many of the larger stations have been mechanized, more attention is being given to opportunities for extending the program to the smaller stations. The 1950 list of stations shows that, as compared with 1948, much of the increase is due to the railroads' having installed unit-load handling equipment in many smaller cities.

Station	Railroad	Max. Capy. Lb.
ALABAMA		
Birmingham	St. L.-S. F.	
	Sou.	2,000
	L. & N.	4,000
Florence	Sou.	
Mobile	G. M. & O.	5,000
	L. & N. (p)	
Montgomery	A. & W. P. (p)	4,000
	L. & N. (p)	6,000
ARIZONA		
Phoenix	A. T. & S. F.	4,000
	S. P.	4,000
Safford	S. P. (p)	4,000
Tucson	S. P.	4,000
Winslow	A. T. & S. F.	4,000
ARKANSAS		
Fort Smith	M. P.	4,000
Jonesboro	St. L. S. W. (p)	4,000
Little Rock	M. P.	6,000
	C. R. I. & P.	2,000
Paragould	St. L. S. W. (p)	4,000
Pine Bluff	St. L. S. W.	2,000
Stuttgart	St. L. S. W. (p)	4,000
Texarkana	St. L. S. W. (p)	4,000
CALIFORNIA		
Alhambra	S. P. (p)	4,000
Auburn	S. P.	4,000
Bakersfield	S. P.	4,000
	A. T. & S. F.	4,000
Barstow	A. T. & S. F.	4,000
Berkeley	S. P.	
Calexico	S. P. (p)	4,000
Chico	S. P.	
El Centro	S. P. (p)	4,000
Emeryville	S. P.	
Eureka	Nw. P.	4,000
Fernbridge	Nw. P.	4,000
Fresno	S. P.	4,000
	A. T. & S. F.	4,000
Gridley	S. P. (p)	4,000
Indio	S. P. (p)	4,000
Long Beach	S. P. (p)	4,000
Los Angeles	S. P.	4,000
	A. T. & S. F.	4,000
	U. P.	
	R. E. A.	4,000
Marysville	S. P.	
Modesto	S. P.	4,000
Napa	S. P. (p)	4,000
Oakland	S. P.	4,000
	W. P.	2,000
	A. T. & S. F.	4,000
Orland	S. P. (p)	4,000
Oxnard	S. P.	2,000
Pala Alto	S. P. (p)	4,000
Pasadena	S. P. (p)	4,000
Placerville	S. P.	4,000
Red Bluff	S. P.	
Redding	S. P.	4,000
Riverside	S. P. (p)	4,000
Sacramento	W. P.	2,000
	S. P.	4,000
Salinas	S. P. (p)	4,000
San Diego	A. T. & S. F.	4,000
San Francisco	A. T. & S. F.	4,000
	W. P.	6,000
	S. P.	4,000
	R. E. A.	4,000
San Jose	S. P.	4,000
	W. P.	2,000
San Luis Obispo	S. P. (p)	3,500
San Rafael	Nw. P	4,000
Santa Ana	S. P. (p)	4,000
Stockton	A. T. & S. F.	4,000
	S. P.	4,000
	W. P.	2,000
Suisun-Fairfield	S. P.	4,000
Tracy	S. P.	4,000
Truckee	S. P. (p)	4,000
Ukiah	Nw. P.	4,000
Vallejo	S. P. (p)	4,000
Ventura	S. P. (p)	3,500
Watsonville	S. P. (p)	3,500
Willits	Nw. P.	4,000
COLORADO		
Denver	C. R. I. & P.	
	U. P.	
	A. T. & S. F.	4,000
	C. B. & Q.	4,000
	D. & R. G. W.	4,000
	R. E. A.	4,000
La Junta	A. T. & S. F.	4,000

(p) denotes platform trucks



Station	Railroad	Max. Capy. Lb.
COLORADO (Cont.)		
Pueblo	A. T. & S. F.	4,000
	D. & R. G. W.	4,000
CONNECTICUT		
Bridgeport	N. Y. N. H. & H.	4,000
	R. E. A.	4,000
Cedar Hill Tfr.	N. Y. N. H. & H.	4,000
DELAWARE		
Wilmington	P. R. R.	4,000
DISTRICT OF COLUMBIA		
Washington	P. R. R.	3,000
	B. & O.	6,000
	R. E. A.	4,000
FLORIDA		
Gainesville	S. A. L. (p)	4,000
Jacksonville	S. A. L.	4,000
	A. C. L.	2,000
	R. E. A.	4,000
Miami	F. E. C.	4,000
	S. A. L.	2,000
Orlando	A. C. L. (p)	2,000
Pensacola	L. & N. (p)	6,000
St. Petersburg	S. A. L. (p)	2,000
Tampa	S. A. L. (p)	4,000
	A. C. L. (p)	6,000
GEORGIA		
Athens	S. A. L. (p)	2,000
Atlanta	A. & W. P. (p)	2,000
	C. of Ga. (p)	4,000
	Sou.	2,000
	S. A. L.	4,000
	R. E. A.	4,000
Columbus	C. of Ga. (p)	4,000
Macon	C. of Ga. (p)	4,000
	R. E. A.	4,000
Savannah (piers)	C. of Ga.	6,000
	S. A. L.	2,000
	A. C. L.	5,000
Waycross Tfr.	A. C. L. (p)	2,000

(p) denotes platform trucks

Station	Railroad	Max. Capy. Lb.
IDAHO		
Boise	U. P.	
Pocatello	U. P.	
ILLINOIS		
Bloomington	N. Y. C.	4,000
Champaign	N. Y. C.	4,000
Chicago (Corwith)	A. T. & S. F.	4,000
	C. & O. (P. M.)	6,000
	C. & E. I.	8,000
	C. B. & Q.	5,000
	Erie	3,500
	G. M. & O.	5,000
(Polk St.)	P. R. R.	6,000
(Halsted St.)	P. R. R.	4,000
(18th St.)	P. R. R.	2,000
(16th St.)	C. & N. W.	4,000
	C. R. I. & P.	4,000
	Wab.	6,000
	I. C.	4,000
(Polk St.)	N. Y. C.	6,000
	C. M. St. P. & P.	
	G. T. W.	4,000
	N. Y. C. & St. L.	4,000
	R. E. A.	10,000
Chicago Heights	C. & E. I.	6,000
Danville	N. Y. C.	4,000
	C. & E. I.	4,000
Decatur	Wab.	6,000
East St. Louis	B. & O.	5,000
	G. M. & O.	5,000
	I. C.	4,000
	P. R. R.	6,000
	Wab.	6,000
	N. Y. C.	4,000
	L. & N.	4,000
	N. Y. C. & St. L.	
Eldorado	N. Y. C.	4,000
Galesburg	C. B. & Q.	4,000
Harrisburg	N. Y. C.	4,000
Joliet	A. T. & S. F.	4,000
Kankakee	N. Y. C. (p)	4,000
Mattoon	N. Y. C.	4,000
Moline	C. B. & Q.	4,000
Morrison	C. & N. W.	2,000
Mt. Carmel	N. Y. C.	4,000

Station	Railroad	Max. Capy. Lb.
ILLINOIS (Cont.)		
Paris	N. Y. C.	4,000
Quincy	C. B. & Q.	4,000
Rock Island	C. R. I. & P. (p)	2,000
Rockford	I. C.	4,000
Shelbyville	N. Y. C.	4,000
Streator	A. T. & S. F.	4,000
INDIANA		
Anderson	P. R. R.	6,000
	N. Y. C.	4,000
Batesville	N. Y. C.	4,000
Columbus	N. Y. C.	4,000
Connorsville	N. Y. C.	4,000
Crawfordsville	N. Y. C.	4,000
Elkhart	N. Y. C. (p)	4,000
Evansville	L. & N. (p)	6,000
Fort Wayne	P. R. R.	6,000
	N. Y. C.	4,000
	N. Y. C. & St. L.	
Gary	P. R. R.	4,000
Gibson	N. Y. C.	4,000
Goshen	N. Y. C. (p)	4,000
Greensburg	N. Y. C.	4,000
Indianapolis	P. R. R.	6,000
	N. Y. C.	4,000
	B. & O.	6,000
	R. E. A.	4,000
Jeffersonville	N. Y. C. (p)	4,000
Kokomo	P. R. R.	6,000
LaPorte	N. Y. C. (p)	4,000
Lafayette	N. Y. C.	4,000
Lawrenceburg	N. Y. C.	4,000
Logansport	P. R. R.	4,000
Marion	N. Y. C.	4,000
Mishawaka	G. T. W.	4,000
	N. Y. C.	4,000
Muncie	N. Y. C.	4,000
	N. Y. C. & St. L.	
New Castle	N. Y. C.	4,000
Richmond	P. R. R.	6,000
Shelbyville	N. Y. C.	4,000
South Bend	P. R. R.	4,000
	G. T. W.	4,000
	N. Y. C.	4,000
Terre Haute	N. Y. C.	4,000

Station	Railroad	Max. Capy. Lb.
INDIANA (Cont.)		
Wabash	N. Y. C.	4,000
Winchester	N. Y. C.	4,000
IOWA		
Cedar Rapids	C. R. I. & P. (p)	4,000
Davenport	C. R. I. & P. (p)	2,000
Des Moines	C. R. I. & P.	2,000
Fort Madison	A. T. & S. F.	4,000
Sioux City	G. N. (p)	4,000
KANSAS		
Atchison	A. T. & S. F.	4,000
	M. P.	6,000
Dodge City	A. T. & S. F.	4,000
Emporia	A. T. & S. F.	4,000
Garden City	A. T. & S. F.	4,000
Hutchinson	A. T. & S. F.	4,000
Newton	A. T. & S. F.	4,000
Salina	U. P.	
Topeka	A. T. & S. F.	4,000
	R. E. A.	4,000
Wichita	A. T. & S. F.	4,000
	M. P.	4,000
	C. R. I. & P. (p)	
KENTUCKY		
Corbin	L. & N. (p)	6,000
Harlan	L. & N. (p)	6,000
Hazard	L. & N. (p)	6,000
Hopkinsville	I. C.	4,000
Lexington	L. & N. (p)	6,000
Louisville	B. & O. (p)	5,000
	L. & N. (p)	6,000
	P. R. R. (p)	3,000
	N. Y. C.	4,000
Paducah	I. C. (p)	4,000
LOUISIANA		
Alexandria	M. P.	6,000
New Orleans (Piers)	I. C.	4,000
(Frt. Sta.)	I. C.	2,000
(Piers)	L. & N.	4,000
	K. C. S.-L. & A.	4,000
	Sou.	2,000
	T. & P.	4,000
	R. E. A.	4,000
Shreveport	K. C. S.-L. & A.	10,000
	T. & P.	2,000
	St. L. S. W. (p)	4,000
MARYLAND		
Baltimore		
(Camden Sta.)	B. & O.	6,000
(Canton Sta. Lghtrs)	P. R. R.	4,000
(President Sta.)	P. R. R.	3,000
Locust Point	B. & O.	6,000
Port Covington Term.	W. M.	6,500
Cumberland	B. & O.	6,000
Hagerstown	P. R. R.	6,000
MASSACHUSETTS		
Boston (Kneeland St.)	N. Y. C. (B. & A.)	6,000
(Piers)	N. Y. N. H. & H.	4,000
	B. & M.	2,000
	R. E. A.	4,000
Chelsea	B. & M.	2,000
East Cambridge	N. Y. C. (B. & A.)	4,000
Everett	B. & M.	2,000
Gloucester	B. & M.	2,000
Holyoke	B. & M.	2,000
Ipswich	B. & M.	2,000
Lynn	B. & M.	2,000
Lawrence	B. & M.	2,000
Malden	B. & M.	2,000
Palmer	N. Y. C. (B. & A.) (p)	4,000
Pittsfield	N. Y. C. (B. & A.) (p)	4,000
Salem	B. & M.	2,000
Springfield	N. Y. C. (B. & A.)	4,000
	N. Y. N. H. & H.	4,000
Waltham	B. & M.	2,000
Watertown	B. & M.	2,000
Worcester	N. Y. C. (B. & A.)	4,000
	N. Y. N. H. & H.	4,000
MICHIGAN		
Adrian	N. Y. C.	4,000
Alma	C. & O. (P.M.)	6,000
Ann Arbor	N. Y. C. (p)	4,000
Battle Creek	N. Y. C.	3,500
	G. T. W.	4,000
Bay City	N. Y. C.	4,000
	C. & O. (P.M.)	6,000
Big Rapids	P. R. R.	6,000
Cadillac	P. R. R.	6,000
Detroit	C. & O. (P.M.)	6,000
	Wab.	6,000
	P. R. R.	4,000
	N. Y. C.	6,000
	G. T. W.	4,000
	R. E. A.	6,000
Durand	G. T. W.	4,000
Flint	C. & O. (P.M.)	6,000
	G. T. W.	4,000
Grand Rapids	C. & O. (P.M.)	6,000
	P. R. R.	6,000
	G. T. W.	4,000
	N. Y. C.	4,000
Hillsdale	N. Y. C. (p)	4,000
Iona	G. T. W.	4,000
Jackson	N. Y. C.	4,000
Kalamazoo	P. R. R.	5,000
	G. T. W.	4,000
	N. Y. C. (p)	4,000
Lansing	C. & O. (P.M.)	6,000
	G. T. W.	4,000
	N. Y. C.	4,000
Ludington	C. & O. (P.M.)	6,000
Monroe	N. Y. C.	4,000
Mt. Clemens	G. T. W.	4,000
Muskegon	C. & O. (P.M.)	6,000
	G. T. W.	4,000
Niles	N. Y. C.	4,000
Owosso	G. T. W.	4,000
	N. Y. C.	4,000
Petoskey	P. R. R.	6,000
Port Huron	G. T. W.	4,000
Saginaw	C. & O. (P.M.)	6,000
	G. T. W.	4,000
	N. Y. C.	4,000
St. Johns	G. T. W.	4,000
Sturgis	P. R. R.	6,000
	N. Y. C. (p)	4,000
Traverse City	P. R. R.	6,000
	C. & O. (P.M.)	6,000
Wyandotte	N. Y. C.	4,000
MINNESOTA		
Duluth	N. P.	4,000
Minneapolis	N. P.	4,000
	G. N.	2,000
	C. R. I. & P.	2,000
	C. M. St. P. & P.	
	R. E. A.	4,000
St. Cloud	G. N.	2,000
St. Paul	G. N.	2,000
	N. P.	4,000
	C. M. St. P. & P.	
	C. R. I. & P.	2,000
	R. E. A.	4,000
Wilmar	G. N. (p)	4,000
MISSISSIPPI		
Artesia	G. M. & O. (p)	2,500
Jackson	I. C.	2,000
Meridian	G. M. & O. (p)	8,000
MISSOURI		
Jefferson City	M. P.	6,000
Joplin	St. L.-S. F.	
Kansas City	A. T. & S. F.	4,000
	C. R. I. & P.	4,000
	M. P.	6,000
	U. P.	
	C. B. & Q.	5,000
	Wab.	6,000
	R. E. A.	4,000
	St. L.-S. F.	
St. Joseph	C. B. & Q.	4,000
St. Louis (Broadway)	L. & N. (p)	6,000
(Broadway)	C. & E. I.	8,000
	C. B. & Q.	5,000
	Ill. Term. (p)	
(3 stations)	M. P.	4,000
	St. L. S. W.	5,000
(Broadway)	St. L.-S. F.	
(7th St.)	St. L.-S. F.	
	Wab.	6,000
	C. R. I. & P.	2,000
	R. E. A.	6,000
Springfield (Mill St.)	St. L.-S. F.	
(Chase St.)	St. L.-S. F.	
MONTANA		
Billings	N. P.	4,000
Butte	N. P.	4,000
Great Falls	G. N.	2,000
Harlowton	C. M. St. & P.	
Havre	G. N.	2,000
Helena	N. P.	4,000
Missoula	N. P.	4,000
NEBRASKA		
Alliance	C. B. & Q. (p)	2,000
Grand Island	U. P.	
Lincoln	U. P.	
	C. B. & Q.	4,000
North Platte	U. P.	
Omaha	C. B. & Q.	5,000
	U. P.	
	C. R. I. & P. (p)	2,000
	M. P.	4,000
	R. E. A.	4,000
NEVADA		
Las Vegas	U. P.	
Reno	S. P.	4,000
NEW JERSEY		
Atlantic City	R. E. A.	4,000
Camden	P. R. R.	2,000
Croxton Tfr.	Erie (p)	5,000
Greenville Piers	P. R. R.	6,000
Hoboken City	D. L. & W.	4,000
Hoboken Term. Piers	D. L. & W.	4,000
Jersey City Piers	P. R. R.	5,000
(B. C. E. G. I. and Claremont Term.)	L. V.	4,000
Jersey City	Erie (p)	5,000
	N. Y. C.	4,000
	P. R. R.	2,000
Newark	D. L. & W.	
	P. R. R.	5,000
New Brunswick	P. R. R.	6,000
Passaic	D. L. & W.	
Trenton	P. R. R.	3,000
Weehawken Piers	Erie	4,000
	N. Y. C.	6,000
NEW MEXICO		
Albuquerque	A. T. & S. F.	4,000
	R. E. A.	4,000
Clovis	A. T. & S. F.	4,000
Las Vegas	A. T. & S. F.	4,000
Santa Fe	A. T. & S. F.	4,000
NEW YORK		
Albany	D. & H.	6,000
	N. Y. C.	4,000
Auburn	N. Y. C.	4,000
Batavia	N. Y. C.	4,000
Binghamton	D. L. & W.	
	Erie (p)	5,000
Black Rock	N. Y. C.	4,000
Brooklyn (Bushwick)	L. I. R. R. (p)	4,000
(N. 4th St.)	P. R. R. (p)	5,000
Buffalo	P. R. R. (p)	5,000
	D. L. & W.	
	Erie (p)	5,000
	Wab.	6,000
	N. Y. C.	4,000
	L. V.	
	B. & O.	6,000
	N. Y. C. & St. L.	
	R. E. A.	4,000
Cobleskill	D. & H.	1,500
Dunkirk	N. Y. C.	4,000
Elmira	D. L. & W.	
	P. R. R. (p)	2,000
Fulton	D. L. & W.	
Glens Falls	D. & H.	3,500
Hornell	Erie	3,500
Jamestown	Erie (p)	5,000
Kingston	N. Y. C.	4,000
Little Falls	N. Y. C.	4,000
Lockport	N. Y. C.	4,000
Long Island City	L. I. R. R. (p)	4,000
P. X. T.	R. E. A.	4,000
Mechanicville	D. & H.	6,000
	B. & M.	2,000
Mineola-Garden City	L. I. R. R. (p)	4,000
New York City		
Desb. St. (Piers 27-8-9)	P. R. R.	6,000
37th St.	P. R. R.	6,000
Piers 49-50	P. R. R.	6,000
Piers 13-41-68 N. River	D. L. & W.	
Pier 26 E. River	D. L. & W.	
Pier 22	B. & O.	6,000
Pier 39	B. & O.	5,000
W. 26th St.	B. & O. (p)	5,000
Pier 48	Erie	3,500
Duane St.	Erie	3,500
W. 28th St.	Erie (p)	5,000
Pier 10 N. River	C. N. J.	4,000
Piers 8-38-66 N. River	L. V.	4,000

(p) denotes platform trucks



Station	Railroad	Max. Capy. Lb.
NEW YORK (Cont.)		
Pier 44 E. River	L. V.	4,000
Term. (E. 34th St. & E. River)	L. V.	4,000
Export Piers	N. Y. N. H. & H.	4,000
Pier 34	N. Y. C.	6,000
Barclay St.	N. Y. C.	6,000
St. John's Park	N. Y. C.	6,000
33rd St.	N. Y. C.	6,000
60th St.	N. Y. C.	6,000
Westchester Ave.	N. Y. C.	4,000
West Side Term.	R. E. A.	4,000
Niagara Falls	N. Y. C.	4,000
N. Tonawanda	N. Y. C.	4,000
Olean	P. R. R. (p)	3,000
Peekskill	N. Y. C. (p)	4,000
Plattsburg	D. & H.	6,000
Rochester	P. R. R. (p)	4,000
	Erie (p)	5,000
	N. Y. C	4,000
Rome	N. Y. C.	6,000
St. George Tfr.	B. & O.	6,000
Schenectady	N. Y. C.	4,000
Syracuse	N. Y. C.	4,000
	D. L. & W.	
Troy	D. & H.	6,000
	N. Y. C.	4,000
Utica	N. Y. C.	3,500
	R. E. A.	6,000
Watertown	N. Y. C.	4,000
Whitehall	D. & H.	6,000
Yonkers	N. Y. C.	4,000
NORTH CAROLINA		
Charlotte	Sou. (p)	2,000
Durham	N. & W. (p)	2,000
Greensboro	Sou. (p)	2,000
Hamlet	S. A. L.	2,000
Lumberton	S. A. L. (p)	4,000
Raleigh	S. A. L. (p)	4,000
Roanoke Rapids	S. A. L. (p)	4,000
Rocky Mount Tfr.	A. C. L. (p)	2,000
Spencer Tfr.	Sou.	2,000
Winston-Salem	N. & W. (p)	2,000
NORTH DAKOTA		
Fargo	G. N. (p)	4,000
	N. P.	4,000
Grand Forks	G. N. (p)	4,000
Minot	G. N.	2,000
OHIO		
Akron	P. R. R.	6,000
	B. & O. (p)	6,000
	Erie (p)	5,000
Alliance	P. R. R. (p)	6,000
	N. Y. C.	4,000
Ashtabula	N. Y. C.	4,000
Barberton	P. R. R.	4,000
Bellefontaine	N. Y. C.	4,000
Brighton	B. & O. (p)	5,000
Bucyrus	P. R. R.	6,000
Canton	P. R. R.	4,000
	N. Y. C. & St. L.	5,000
	R. E. A.	5,000
Carey	N. Y. C.	4,000
Chillicothe	B. & O.	3,500
Cincinnati	P. R. R. (p)	5,000
	C. & O.	4,000
	Sou.	2,000
	B. & O.	4,000
	N. Y. C.	4,000
	L. & N. (p)	6,000
	R. E. A.	4,000
Cleveland	B. & O.	4,000
	Erie	6,000
(Davenport)	P. R. R.	6,000
(Woodland Ave.)	P. R. R	6,000
	N. Y. C.	6,000
(E. 9th St.)	N. Y. C. & St. L.	
(E. 75th St.)	N. Y. C. & St. L.	
	R. E. A.	2,000
Columbus	N. & W. (p)	2,000
	P. R. R.	6,000
	B. & O. (p)	5,000
	N. Y. C.	4,000
Coshocton	P. R. R.	6,000
Dayton	P. R. R.	6,000
	B. & O. (p)	5,000
	N. Y. C.	4,000
Delaware	N. Y. C.	4,000
Elyria	N. Y. C.	4,000
Franklin	N. Y. C.	4,000
Fremont	N. Y. C.	4,000
OHIO (Cont.)		
Galion	N. Y. C.	4,000
Hamilton	P. R. R.	6,000
Ironton	N. & W. (p)	2,000
Kenton	N. Y. C.	4,000
Lima	B. & O.	6,000
	P. R. R.	6,000
Loraine	N. Y. C. & St. L.	
Mansfield	P. R. R. (p)	6,000
Marion	N. Y. C.	4,000
Massillon	P. R. R. (p)	6,000
Middletown	N. Y. C.	4,000
	P. R. R.	6,000
Newark	B. & O.	2,000
New London	N. Y. C.	4,000
Painesville	N. Y. C.	4,000
Portsmouth	N. & W. (p)	2,000
Sandusky	N. Y. C. (p)	4,000
Shelby	N. Y. C.	4,000
Sidney	N. Y. C.	4,000
Springfield	N. Y. C.	4,000
	P. R. R.	6,000
Steubenville	P. R. R. (p)	2,500
Tiffin	N. Y. C.	4,000
Toledo	N. Y. C. & St. L.	3,500
	P. R. R. (p)	6,000
	B. & O.	6,000
	N. Y. C.	6,000
	Wab.	6,000
	R. E. A.	4,000
Troy	N. Y. C.	4,000
Urbana	N. Y. C.	4,000
Warren	Erie (p)	6,000
Willoughby	N. Y. C.	4,000
Youngstown	P. R. R.	6,000
	Erie	6,000
	B. & O.	4,000
	N. Y. C.	4,000
Zanesville	P. R. R.	6,000
	N. Y. C. (p)	4,000
OKLAHOMA		
Muskogee	M.-K.-T.	2,000
Oklahoma City	A. T. & S. F.	4,000
	C. R. I. & P. (p)	4,000
Tulsa	St. L.-S. F.	
	A. T. & S. F.	4,000
Waynoka	A. T. & S. F.	4,000

(p) denotes platform trucks

Station	Railroad	Max. Capy. Lb.
OREGON		
Albany	S. P. (p)	4,000
Coos Bay	S. P. (p)	4,000
Eugene	S. P. (p)	4,000
Grants Pass	S. P. (p)	4,000
Medford	S. P. (p)	4,000
Portland	U. P.	
	S. P.	6,000
	S. P. & S.	4,000
	R. E. A.	4,000
Roseburg	S. P. (p)	4,000
Salem	S. P. (p)	4,000
Tillamook	S. P.(p)	4,000
PENNSYLVANIA		
Altoona	P. R. R.	3,000
Beaver Falls	P. R. R. (p)	6,000
	N. Y. C. (P. & L. E.)	4,000
Bellefonte	P. R. R.	5,000
Braddock	P. R. R. (p)	4,000
Butler	P. R. R.	6,000
Canonsburg	P. R. R.	6,000
Carlisle	P. R. R.	6,000
Chambersburg	P. R. R.	6,000
Coatesville	P. R. R.	6,000
Connellsville	B. & O.	6,000
Erie	N. Y. C. & St. L.	
	P. R. R. (p)	5,000
	N. Y. C.	4,000
	B. & L. E. (p)	20,000
Franklin	N. Y. C.	4,000
Greensburg	P. R. R.	6,000
Grove City	B. & L. E. (p)	20,000
Harrisburg	P. R. R.	6,000
	Rdg. (p)	4,000
Homestead	P. R. R.	6,000
Johnstown	P. R. R.	6,000
	B. & O.	6,000
Lancaster	P. R. R.	6,000
Latrobe	P. R. R.	6,000
Lebanon	P. R. R.	6,000
	Rdg.	4,000
Lock Haven	P. R. R. (o)	5,000
McKeesport	P. R. R.	6,000
Meadville	Erie	6,000
Newberry Jct. Tfr.	Rdg.	4,000
	N. Y. C. (p)	4,000
New Castle	P. R. R.	6,000
New Kensington	P. R. R.	6,000
Oil City	P. R. R. (p)	5,000
Philadelphia		
Philadelphia Tfr.	P. R. R.	6,000
S. Philadelphia Sta.	P. R. R.	3,000
Federal St. Sta.	P. R. R.	6,000
Broad & Wash. Av.	P. R. R.	4,000
31st & Chestnut St.	P. R. R. (p)	3,000
Walnut St. Sta.	P. R. R.	2,000
Dock St. Sta.	P. R. R.	5,000
Shackamaxon Sta.	P. R. R.	6,000
Kensington Sta.	P. R. R. (p)	3,000
Fairhill Sta.	P. R. R. (p)	5,000
2d St. & Lehigh Av.	Rdg.	6,000
Willow & Noble St.	Rdg.	6,000
Wayne Jct. Tfr.	Rdg.	4,000
Pier 24	B. & O.	4,000
Produce Term.	B. & O. (p)	5,000
Race St.	B. & O. (p)	5,000
	R. E. A.	2,000
Pitcairn Tfr.	P. R. R.	7,000
Pittsburgh		
S. S. 23rd St.	P. R. R.	6,000
Fed. St.	P. R. R.	1,500
11th St.	P. R. R.	4,000
	B. & O.	6,000
	N. Y. C. (P. & L. E.)	6,000
Reading	P. R. R.	2,000
	Rdg.	6,000
Scranton Tfr.	D. L. & W.	
Sharon	P. R. R.	6,000
	Erie (p)	6,000
Shippensburg	P. R. R.	6,000
Steelton	P. R. R.	6,000
Stroudsburg	D. L. & W.	
Titusville	P. R. R. (p)	5,000
Uniontown	P. R. R.	6,000
Warren	P. R. R. (p)	5,000
Washington	P. R. R.	6,000
	B. & O.	6,000
Waynesboro	P. R. R.	6,000
Wilkes-Barre	P. R. R. (p)	8,000
Williamsport	P. R. R.	2,000
York	P. R. R.	4,000
RHODE ISLAND		
Providence	N. Y. N. H. & H.	4,000

(p) denotes platform trucks

Station	Railroad	Max. Capy. Lb.
SOUTH CAROLINA		
Columbia	A. C. L. (p)	2,000
Florence Tfr.	A. C. L. (p)	2,000
Sumter	A. C. L. (p)	2,000
SOUTH DAKOTA		
Sioux Falls	G. N. (p)	4,000
Watertown	G. N. (p)	4,000
TENNESSEE		
Memphis	I. C.	4,000
	St. L.-S. F.	
	Sou.	2,000
	C. R. I. & P.	2,000
Knoxville	L. & N. (p)	6,000
	Sou.	2,000
Nashville	L. & N. (p)	6,000
TEXAS		
Amarillo	A. T. & S. F.	4,000
Corpus Christi	M. P.	2,000
Dallas	A. T. & S. F.	4,000
	C. R. I. & P.	
	St. L. S. W.	5,000
	T. & P.	4,000
	M.-K.-T.	2,000
El Paso	A. T. & S. F.	4,000
Fort Worth	A. T. & S. F.	4,000
	C. R. I. & P.	2,000
	T. & P.	2,000
	M.-K.-T.	2,000
Galveston	A. T. & S. F.	4,000
Harlingen	M. P.	2,000
Houston	C. R. I. & P.	4,000
	M.-K.-T.	5,000
	M. P.	4,000
	R. E. A.	4,000
Laredo	M. P.	2,000
Lubbock	A. T. & S. F.	4,000
San Angelo	A. T. & S. F.	4,000
San Antonio	M.-K.-T.	2,000
	M. P.	2,000
Temple	A. T. & S. F.	4,000
Tyler	St. L. S. W. (p)	4,000
Waco	St. L. S. W. (p)	4,000
Wichita Falls	M.-K.-T.	2,000
UTAH		
Ogden	U. P.	
	R. E. A.	4,000
Salt Lake City	U. P.	
	D. & R. G. W.-W. P.	5,000
VERMONT		
Newport Storage Shed	C. P. R.	3,000
VIRGINIA		
Bedford	N. & W. (p)	2,000
Bristol	N. & W. (p)	2,000
Danville	Sou.	2,000
	A. & D.	2,500
Lynchburg	N. & W. (p)	2,000
Martinsville	N. & W. (p)	2,000
Norfolk (Pier "S")	N. & W.	4,000
(City Sta.)	N. & W.	4,000
	Vgn.	4,000
	P. R. R.	6,000
Petersburg	N. & W. (p)	2,000
Pinner's Point	Sou.	2,000
	A. C. L.	2,000
Portsmouth	S. A. L.	4,000
Pulaski	N. & W. (p)	2,000
Radford	N. & W. (p)	2,000
Richmond	A. C. L. (p)	2,000
	C. & O.	4,000
Roanoke	N. & W.	4,000
Shenandoah	N. & W. (p)	2,000
Winchester	P. R. R.	6,000
WASHINGTON		
Seattle	U. P.	
	G. N.	2,000
	N. P.	4,000
	C. M. St. P. & P.	
	R. E. A.	4,000
Spokane	N. P.	4,000
	G. N.	3,000
	S. P. & S.	4,000
Tacoma	G. N.	4,000
	N. P.	4,000
Yakima	N. P.	4,000

Station	Railroad	Max. Capy. Lb.
WEST VIRGINIA		
Bluefield	N. & W. (p)	2,000
Charleston	N. Y. C.	4,000
Clarksburg	B. & O.	6,000
Huntington	C. & O. (p)	4,000
Mullens	Vgn. (p)	5,000
Norton	N. & W. (p)	2,000
Parkersburg	B. & O. (p)	5,000
Weirton	P. R. R.	6,000
Wheeling	B. & O. (p)	5,000
	P. R. R.	6,000
Williamson	N. & W. (p)	2,000
WISCONSIN		
Milwaukee	C. M. St. P. & P.	
	G. T. W.	4,000
	R. E. A.	4,000
Superior	G. N.	4,000
WYOMING		
Cheyenne	U. P.	
ALBERTA (Canada)		
Edmonton	C. P. R. (p)	2,500
Lethbridge	C. P. R. (p)	2,500
BRITISH COLUMBIA (Canada)		
Vancouver Piers	G. N.	4,000
	C. P. R.	10,000
Frt. Sta. & Tfr.	C. N. R.	4,000
MANITOBA (Canada)		
Winnipeg	C. N. R.	4,000
	C. P. R. (p)	2,500
NEW BRUNSWICK (Canada)		
St. John Piers	C. N. R.	4,000
St. John Reed's Point	C. P. R.	4,000
West St. John (winter)	C. P. R.	4,500
NOVA SCOTIA (Canada)		
Digby	C. P. R.	4,000
Halifax Piers	C. N. R.	6,000
ONTARIO (Canada)		
Belleville	C. N. R. (p)	5,000
Brantford	C. N. R. (p)	5,000
Cornwall	C. N. R. (p)	4,000
Fort William	C. P. R. (p)	2,500
Galt	C. P. R. (p)	2,000
Guelph	C. N. R. (p)	5,000
Hamilton	C. N. R.	3,000
Kingston	C. N. R. (p)	5,000
Kitchener	C. N. R. (p)	5,000
London	C. N. R.	4,000
	C. P. R. (p)	2,500
Merritton	C. N. R. (p)	4,000
North Bay	C. P. R. (p)	2,500
Ottawa	C. N. R. (p)	5,000
Owen Sound	C. N. R. (p)	5,000
Peterboro	C. N. R. (p)	5,000
Point Edward Piers	C. N. R.	6,000
Port Arthur Piers	C. N. R.	6,000
St. Catharines	C. N. R.	2,500
Sarnia	C. N. R. (p)	3,500
Stratford	C. N. R. (p)	5,000
Toronto	C. N. R.	4,000
	C. P. R.	2,000
West Toronto	C. P. R. (p)	2,500
Windsor	C. N. R. (p)	5,000
QUEBEC (Canada)		
Montreal Piers		
(summer)	C. P. R.	4,500
	C. N. R.	6,000
Frt. Sta. & Tfr.	C. N. R.	5,000
Place Viger Sta.	C. P. R.	4,000
Quebec	C. N. R. (p)	5,000
Sherbrooke	C. P. R.	2,500
Sorel	C. N. R. (p)	10,000
SASKATCHEWAN (Canada)		
Saskatoon	C. N. R.	4,000

GENERAL NEWS

Second Fireman on Diesels Out in May 16 Strike Settlement

Six-day-old firemen's strike ends with withdrawal of major union demand; will arbitrate "fringe" issues

A six-day old strike of railroad firemen against all or parts of four major railroad companies was brought to settlement at about 3:30 a.m. on May 16 after an all-night mediation session in Chicago. According to a joint statement issued by the railroads shortly after settlement had been reached, "The major issue in the dispute was resolved by the union's withdrawing its demand for a second fireman on multiple-unit Diesel-electric engines, and the railroads' agreeing to arbitrate the union's charges that certain practices in connection with the operation of these engines were in violation of existing contracts."

"While two fact-finding boards cleared the carriers of these charges," the railroad spokesman said, "we have agreed to go before a third board—an arbitration board—whose decision is to be binding on both sides.

"If it should be found as the result of this third hearing that any of our operating practices are not in accordance with our agreements with the firemen, the individual railroads are free to adopt whatever corrective measures they deem appropriate.

"The only other manpower issue involved in this dispute," according to the railroads' statement, "was the demand of the union for a fireman on about 200 small, 'teapot' Diesels used in switching service, mostly in small isolated yards." Where a fireman is presently employed on these switchers the railroads have agreed that he shall be retained. As to the others now in service, the need for a fireman will be submitted to an arbitration board. Other issues involved in the dispute were of minor character and easily adjusted.

Other Railroads Affected

Called by the Brotherhood of Locomotive Firemen & Enginemen against the Pennsylvania (west of Harrisburg, Pa.); the New York Central (west of Buffalo, N. Y., including the Michigan Central west of the Detroit River, the Toledo & Ohio Central and the Big Four); the Atchison, Topeka & Santa Fe (except the Gulf, Colorado & Santa Fe) and the Southern, the strike was made effective as of 6 a.m. May 10. The walk-out also tied up or curtailed operations at a number of points where other carriers use trackage of the struck roads, including movement of Union Pacific trains over the Santa Fe for 90 mi. between Daggett, Cal., and San Bernardino, and passenger trains on the Chesapeake & Ohio. Some passenger and freight trains were operated on the Central. Santa Fe and Southern by supervisory personnel and/or enginemen who reported for their runs for all or a greater portion of the six-day strike, while the P.R.R. ceased passenger operations entirely on the struck portion of its system, but put a few emergency freight runs over the road. Picketing of roundhouses and yards on the struck roads was common, and scattered attempts to interfere with personnel seeking to take out trains were made. A few instances of violence on Southern property were reported. The strike produced great loss and inconvenience for firms with sidetracks served exclusively by affected roads and to others whose inbound shipments were tied up—inaccessible—in the yards or on the sidings of struck lines. Further, by immobilizing a large number of freight cars which could not be moved off the affected trackage before the firemen left their cabs, the strike created innumerable local car shortages which forced some shippers to turn to truck movement even when the railroads serving them were not directly tied up.

R.L.A. Proved Ineffective

Immediately after settlement of the strike was reached, the chairmen of the three regional negotiating committees of the carriers—J. W. Oram for the eastern railroads, C. D. Mackay for the southeastern and D. P. Loomis for the western—issued a statement blasting the Railway Labor Act as "ineffective." "This experience should end any illusion that the Railway Labor Act assures healthy labor-management relations or protects the public against paralyzing strikes," they said.

"The railroads have stood their ground against the feather-bedding demands of the firemen's union only at tremendous cost to the companies involved, their employees, workers in other industries that



This 116-ton steam drum, for what is said to be the world's largest boiler, was carried 600 mi. over the Pennsylvania—from Barberton, Ohio, to Greenville yard, Jersey City, N. J., by flat car and thence by lighter to Brooklyn, N. Y. Built by the Babcock & Wilcox Co. for the Consolidated Edison Company of New York, the drum is 60 ft. long and six ft. in diameter

were hit by the strike, shippers, travelers and the public at large. The losses, inconvenience and interruption of production occasioned by this strike simply do not make sense. Two fact-finding boards—one appointed by President Roosevelt and the other by President Truman—reviewed the manpower issues in this long-standing dispute and concluded that the union's claims were without merit. That should have been conclusive."

Service Restored

Passenger service on the affected roads was expected to be almost entirely back to normal within 48 hours after the settlement was announced. Freight service restoration took somewhat longer, due partly to the fact that much traffic had been diverted to other routes and partly to the time necessary for yard and switching crews to restore circulation between stranded industries and yards.

The New York Central anticipated normal passenger service within 48 hours. The "New England States" between Chicago and Boston, and the "Pacemaker-Commodore" between New York and Chicago maintained service throughout the walkout. The Chesapeake & Ohio, which had suspended service on its entire Pere Marquette district as well as its Hocking division between Detroit and Columbus, Ohio, due to operation on N. Y. C. trackage at certain key points, announced complete restoration of all P. M. service, and probable restoration of its Detroit service on May 16.

With the exception of the "Kansas Cityan," which has an early morning departure from both Chicago and Tulsa, Okla., (from which point through equipment is operated to Kansas City on the "Tulsan"), all principal service was restored May 16 on the Santa Fe. Previously, on May 15, the road had announced lifting of its embargo on all westbound freight except livestock, a move which a Santa Fe spokesman had said was based entirely on an analysis of conditions on the road itself and not in anticipation of any agreement between the union and the carriers.

The Pennsylvania had been operating an increasing number of freight trains, starting May 12 with 10 trains and working up to a total of 56 on May 15. All of these were operated west of Harrisburg, in the territory covered by the strike. Passenger service, which had been at a complete standstill west of Harrisburg was restored gradually during May 16 and 17 starting with the "Broadway Limited" from Chicago and the "Gotham Limited" from New York. Overnight service between Chicago and Louisville, Ky., Cincinnati, Ohio, and Columbus was normal, starting with the evening of the 16th. Freight service was approaching normal on main lines about the same time.

The Union Pacific, which was affected largely because of trackage over the Santa Fe on its Los Angeles line, reported that all service was restored to normal just a few hours after the agreement had been announced. With the exception of the N.Y.C., the roads announced that all employees were being called back immediately following the agreement. The Central said that a week would be required to restore its f ll force and that "key" employees were being called back first.

Management Opposes "Union Shop" Bill

Smith, Aronson, Neff state objections at hearings

Railroad officers, making their first presentations on the pending "union shop" and "check-off" bills, have expressed strong opposition to the measures. Testifying before both House and Senate committees last week, they declared the "union shop" would deprive employees of their freedom of speech, that the "check-off" would impose additional financial burdens on the railroads, and that passage of the bill would create "intolerable" strife between competing unions.

R. H. Smith, president of the Norfolk & Western; Jacob Aronson, vice-president and general counsel of the New York Central; and P. J. Neff, chief executive officer of the Missouri Pacific, appeared before the House committee on interstate and foreign commerce on May 12. Mr. Aronson and Mr. Smith made similar statements before a subcommittee of the Senate committee on labor and public welfare on May 15.

The two bills under consideration are H.R.7789 and S.3295. They would amend the present Railway Labor Act so as to authorize labor-management agreements providing for the "union shop" and "check-off" of union dues. Various labor organizations have already made presentations on both the House and Senate side. In general, labor has supported the proposed legislation, although the Brotherhood of Locomotive Engineers took an opposite view on the ground that there is "no present need" for the legislation. (See *Railway Age* of May 13, page 59.)

Testifying before the House committee, Mr. Smith declared that enactment of H.R.7789 would be the "practical equivalent" to establishment of the union shop with a check-off system on all railroads. He said that while the bill only makes "permissive" the union shop agreements, the labor organizations "would push their demands to the point of finally resorting to their economic strength and the strike weapon to enforce their demands."

Mr. Smith went on to say the organizations do not need the union shop to protect their right of representation, and he noted that since 1943 there has been no falling off of union membership in proportion to employees in actual service. He recalled that in 1943 an emergency board had recommended against establishment of a union shop for non-operating employees.

Union Shop "Undemocratic"

"Agreements providing for union shops are undemocratic," Mr. Smith said. He cited the case of the industry-wide union shop in the coal industry, and said it gave the union "autocratic" control over workers and industry alike. He said the railroad unions were seeking similar power under the pending bill.

Mr. Aronson, representing eastern roads, told both the House and Senate groups that the proposed legislation would introduce "a radically new and contradictory provision" into the Railway Labor Act. He said that if the bill becomes law an individual's right to hold a railroad job will depend "on the rules and regulations of a union that is not subject to governmental supervision or statutory control and that is entitled to, and usually does, conduct its proceedings in secrecy."

"It is the minority that needs protection," Mr. Aronson said. He was referring to the approximately 265,000 railroad workers who are not now members of any union, but who could be required to become members under the law. Mr. Aronson reviewed at length the "selective and restrictive" provisions contained in constitutions and by-laws of railway labor organizations, and said it would be "clearly a case of ignoring the basic rights of a minority" to force anyone to "swallow" such views as a condition to holding a job.

Railroads and Public Need Protection

As to the need for union security, Mr. Aronson said the railroads and the public are the ones that need security—security from the economic strength of the railroad brotherhoods. He said the unions are "well established, strongly entrenched and wield tremendous power," and that there was never a time when "they had less possible need for union security

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"A 1950 Version of Slavery"

"A 1950 version of slavery is poking its head up in Washington" in the form of the railroad union-shop and check-off bill, H. R. 7789 and S. 3295, employees of the Norfolk & Western's freight traffic department at Roanoke, Va., declared in a May 12 letter to their congressman and their two senators. "This is just another instance of how deeply all of us are getting mired in the sticky slime of total legislative control," their letter says in part.

The letter was signed by 105 of the 113 employees in the N. & W.'s freight traffic department at Roanoke. Of the eight who did not sign, two were ill and could not be reached and three of the remaining six refused only because of *"fear of union reprisals."*

News Department continued on next left-hand page

Here . . . a PNEUMATIC AUTOMATIC SLACK ADJUSTER FOR FREIGHT CARS

Built for life of Car. Shock resisting materials throughout

Completely automatic

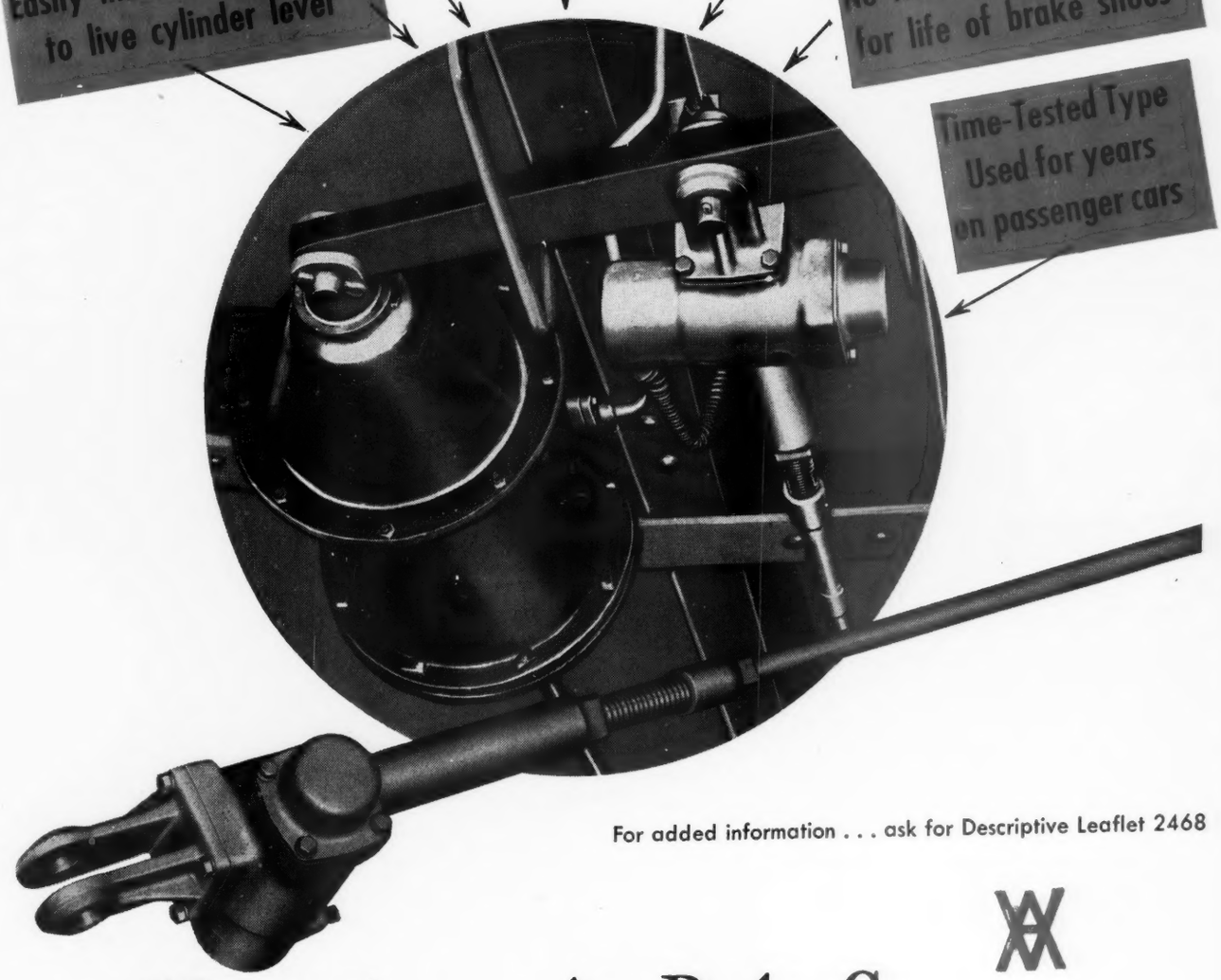
Easily installed. Attaches to live cylinder lever

No false take-up from train shocks

No loss of Cylinder Force

Minimum Maintenance No manual adjustments for life of brake shoes

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Westinghouse Air Brake Co.

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through the union shop than the present."

Mr. Neff of the M.P. also discussed the "threat to the rights and liberties of the individual worker," but said he was "even more concerned with the harmful effect which this bill is certain to have on efficient railroad service and operation."

The railroads might be deprived of the services of certain of their employees, he said, "despite the desire of those employees to continue to work for the railroads and the desire of the railroads to have them do so." It would make it more difficult for roads to retain the "very important provisions now contained in union agreements" which provide for the so-called excepted positions, Mr. Neff continued. He declared that it is "absolutely essential" that secretaries and clerks in the offices of high officers of the railroads be excepted from unionization because of the conflict of loyalties which would arise in connection with the handling of any labor matters.

Jurisdictional disputes were cited as another likely result of the passage of the union shop bill. "The situation is bad enough today but the passage of this bill would make it intolerable," Mr. Neff said. He went on to say that with the right to make every employee of a craft or class a dues-paying member of the union, what has merely been keen competition might easily become inter-organizational warfare. "A likely result would be a strike in which the railroad and the public generally would be the chief sufferers," he said.

Mr. Neff concluded his presentation with the following comment to the committee: "In a nutshell, what you would do if you passed this bill would be to set the scene for the imposition of great hardship and additional financial burdens on an already hard-pressed industry; for the creation of strife among unions; for the interruption of commerce and its consequent threat to the health, safety and general well-being of the nation as a result of unjustifiable strikes which you have no adequate laws to cope with; and for the deprivation of one of man's most fundamental rights—the right to work."

Tobin Favors Bills

At the close of the May 12 session before the House committee, Representative Crosser, Democrat of Ohio and committee chairman, entered in the record a statement by Secretary of Labor Maurice J. Tobin. Secretary Tobin urged the committee to approve H.R.7789 and thus remove statutory prohibition of the union shop now contained in the Railway Labor Act. He said that "it appears to be the time to enact legislation abrogating these out-moded prohibitions and bringing the Railway Labor Act up to date."

Hearings Begin on Second Group of Reparations Cases

Hearings on the second group of the so-called government reparations cases got under way in Washington, D. C., on May 15 before the Interstate Commerce Commission's Division 4, consisting of Chairman Mahaffie and Commissioners Rogers and Mitchell. The four cases, like 13 other pending proceedings, arose out of complaints whereby the federal government is seeking to recover alleged overcharges which it claims the railroads assessed on its shipments of various commodities during World War II.

The hearings were for the purpose of receiving the government's evidence in support of its complaints. The four cases are: No. 29572, wherein the complaint assails tariff regulations and practices under which crated automobiles moving from origins in Central Freight Association territory to Gulf and South Atlantic ports for export were denied commodity rates applicable to "boxed" automobiles; No. 29917, wherein the complaint assails domestic rates paid on transcontinental shipments of combat vehicles; No. 29926, wherein the rates paid on shipments of wooden pallets are attacked; and No. 30076, wherein the complaint assails charges paid on shipments of materials and supplies which were stored in transit at Marietta, Pa., and Guilderland Centre, N. Y.

The commission has already concluded its hearing on five of the other complaints (see *Railway Age* of March 25, page 64). The remaining eight have been assigned for hearing in June and July.

1949 Passenger Service Deficit Was $649 Million

Last year's passenger services of Class I railroads resulted in a deficit of $649.3 million, which supplanted 1948's deficit of $559.8 million as the all-time peak, according to figures presented by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in the latest issue of its "Monthly Comment." Meanwhile, net railway operating income from freight service was down from 1948's $1,561 million to $1,335.1 million in 1949.

The passenger-service deficit absorbed 48.6 per cent of the latter, thus bringing the 1949 net railway operating income from all services down to $686.5 million. The over-all net was $1,002 million in 1948, when the passenger service deficit absorbed only 35.9 per cent of the freight-service net railway operating income. As to the segregation of expenses, the bureau called attention to the fact that, "in the case of passenger and allied services for Class I roads as a whole, the 1949 operating expenses related solely to such services represented about 72 per cent of the total passenger service expenses while the remainder (28 per cent) consisted of the passenger proportion of the expenses that were common to both freight and passenger services."

More Rail Executives Support Donnell Bill

Neff, Loomis "reluctantly" favor plan to outlaw strikes

Additional testimony in support of the Donnell bill was heard May 11 as the first round of hearings on the bill (S. 3463) was completed by a Senate subcommittee.

P. J. Neff, chief executive officer of the Missouri Pacific, and Daniel P. Loomis, chairman of the Association of Western Railways, were the latest witnesses to go on record as favoring legislation to outlaw strikes and lockouts in the railroad industry. As reported in *Railway Age* of May 13, page 56, earlier witnesses representing railroad management have supported the "principles" of the Donnell bill.

Senator Thomas, Democrat of Utah and the subcommittee chairman, has indicated the hearings will resume in a few days. Representatives of labor, "not just railroad labor but labor generally," will appear at that time. The hearings on S. 3463 are being conducted by a subcommittee of the Senate committee on labor and public welfare.

Some indication of the stand that labor will take on the bill was reported in the May 13 issue of "Labor," official newspaper of 15 railroad labor organizations. George M. Harrison, grand president of the Brotherhood of Railway Clerks, was reported as saying the railroads, by supporting the Donnell bill, "have hoisted the flag of surrender, deserted freedom, and called upon government to lynch the workers."

Senator Donnell, Republican of Missouri and sponsor of the pending bill, is a member of the subcommittee conducting these hearings. At the session on May 11 he urged a favorable report on his bill be made to the Senate "at the earliest possible time." He said that in view of the strike situation existing at the moment it is "of doubly great importance" that the Senate take "vigorous action" at once.

Mr. Neff's Statement

The presentation by Mr. Neff, which followed these remarks, was in part a review of the 1949 Missouri Pacific strike situation. He told how the 45-day strike damaged employees, management, shippers and the general public alike, and said the strike could have been prevented by making the decisions of Presidential boards final. The Donnell bill provides that the findings of such boards would be made binding on all parties, subject to court review.

Mr. Neff declared that "the only way the public can be protected is through passage of a law of this kind." He said that strikes have made the railroads "a

News Department continued on next left-hand page

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medium for taking rates and charges from the public and passing them on to pressure groups," and added that as a result of these labor tactics return on railroad investment has declined greatly and traffic has been seriously curtailed.

As was the case with earlier witnesses, Mr. Neff said he had "very reluctantly" come to support the principle of compulsory arbitration as provided in the Donnell bill. Replying to a question by Senator Thomas, he said the bill "probably would not be a good law for industry generally," but would depend upon the degree of public interest involved.

The statement prepared by Loomis was read by Gregory S. Prince, assistant general solicitor, Association of American Railroads. Mr. Loomis was unable to attend the hearings because of continuing negotiations at Chicago in the firemen's strike.

This presentation reviewed disputes that have occurred in recent years under the existing Railway Labor Act, and Mr. Loomis declared that "for the past 10 years the recommendations of emergency boards have been rejected by the labor organizations as a matter of course." He said the only way to protect the public is to make reports of Presidential fact-finding boards final and binding on both employees and carriers

Can't "See Any Other Way"

In endorsing the principles of the Donnell bill, Mr. Loomis said it is with "considerable reluctance" that the railroads have taken such a stand. He added, however, that experience in recent years has "compelled" the view that procedures should be adopted to provide for the final adjudication of railway labor disputes without interruption to interstate commerce. "If we could see any other way . . . we would accept it," he said.

Discussing the specific bill under consideration, S. 3463, Mr. Loomis suggested that a provision be added to the effect that the recommendations of a Presidential board remain in effect for at least one year from the date they are made, and thereafter be subject to change in accordance with the provisions of the Railway Labor Act.

At the close of the reading of Mr. Loomis' statement, Senator Donnell added to the record a letter he had received from Professor Sumner H. Slichter of Harvard University. The letter, which concerned S. 3463, was in reply to a request made by Senator Donnell to have Professor Slichter comment on the bill. Professor Slichter said that in his opinion the bill "goes further than is desirable" in making the findings of "Presidential boards" conclusive and binding on the parties. He suggested that the President, in appointing a board, should be given discretion to make the board's recommendations binding for not more than six months.

Would Unify Transport Regulation, Promotion

Single board, Congress' agent, is recommended by railroads

Centralization in a single independent commission of all the federal government's regulatory and promotional activities in the field of transportation, was recommended last week to the Senate's subcommittee on domestic land and water transportation by J. C. Gibson, vice-president and general counsel of the Atchison, Topeka & Santa Fe. Mr. Gibson appeared on behalf of the Association of American Railroads, his statement being part of the comprehensive presentation which that association is making to the subcommittee.

The subcommittee, headed by Senator Myers, Democrat of Pennsylvania, is a unit of the Senate committee on interstate and foreign commerce; and Mr. Gibson made his statement at the May 11 session of public hearings it is holding in connection with studies it is making pursuant to Senate Resolution 50. At the same session, Albert S. Goss, master of the National Grange, urged the subcommittee to sponsor legislation "for the establishment and financing of a research organization to undertake a study of the whole transportation problem on as comprehensive a basis as possible, starting as soon as a competent staff can be assembled."

The single independent commission recommended by Mr. Gibson would be an agency of Congress. Thus he opposed current proposals to transfer to an executive department (such as the Department of Commerce) all government transport activities, except the regulatory functions of the so-called independent commissions.

Such proposals were among those made in reports of the (Hoover) Commission on Organization of the Executive Branch of the Government, and in the report on transportation which Secretary of Commerce Sawyer prepared last year at President Truman's request. That the President has an objective to gather into the Department of Commerce all of the government's non-regulatory activities is indicated by reorganization plans he has submitted to Congress, including a proposal to provide for appointment of a new undersecretary of commerce for transportation (see *Railway Age* of March 18, page 79).

Foresees Further Conflicts

"The centralization of promotional activities in the executive department," Mr. Gibson told the Myers subcommittee, "would fail to resolve the major conflict which exists today in governmental transportation policies—the conflict between regulation and promotion. . . . Conflicts between the executive and regulatory agencies would seem to be inevitable in such an atmosphere of duplication of function and division of responsibility. . . .

"The executive agency with a responsibility for over-all transportation policy would not long be content to present its views to the regulatory body on the same basis as others who appear before it. If it met with resistance, the executive agency, convinced of the soundness of its views, would bring pressure to bear upon



An estimated $81,000 annually is being saved in fuel costs alone through use of eight General Electric Company Diesel-electric switching locomotives which replaced steam power in October, 1948, according to officials of the Administracao do Porto de Rio de Janeiro. The locomotives—two 550-hp., 65-ton and six 300-hp., 45-ton units—are expected to pay for themselves out of fuel savings in about 3½ years. One of the smaller units is shown here in service on the Rio de Janeiro docks

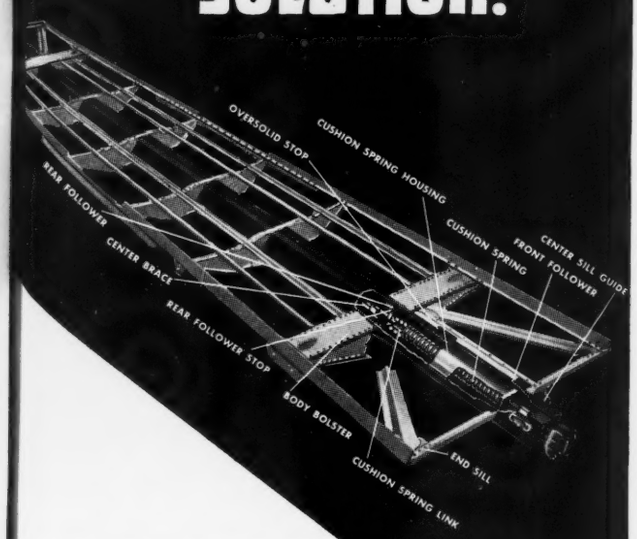
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the regulatory body in order to accomplish its desired objectives."

Dealing with arguments to the effect that administration of promotional activities by a commission rather than by a single executive "is contrary to prevalent theories of proper administrative organization," Mr. Gibson warned that "theoretical considerations of 'efficiency' should not be permitted to obscure the major objective which is the coordination of promotional and regulatory activities in evolving a sound transportation policy under broad standards laid down by Congress." Moreover, he added, those who advocated the executive-department arrangement "do not contend that there will be any actual saving of expense which can be accurately measured."

I.C.C. "Might Serve as Nucleus"

He went on to suggest that the Interstate Commerce Commission "might well serve as the nucleus" of the set-up he was proposing. "In its administration of the Interstate Commerce Act and related acts since 1887," Mr. Gibson continued, "the I.C.C. has established a tradition of impartiality and independence of action as well as a reputation for expertness in dealing with the technical problems committed to it. . . . In recent years it has exercised regulatory authority over rail, highway and domestic water carriers, as well as other forms of transport, and its regulation of these competing forms of transport has strengthened its reputation for impartiality, independence and fair dealing."

Among other functions, the unified commission, as recommended by Mr. Gibson, would pass upon the public convenience and necessity of proposed new waterway projects, but its conclusions "would not take the form of a final determination, but merely that of a recommendation to Congress." It would fix user charges for basic transportation facilities provided by the government, carrying out the "policy and standards prescribed by Congress." It would not, however, be authorized to provide subsidies to the air lines in the form of mail pay.

"If the continuance of such subsidies can be justified as a national defense measure," Mr. Gibson said, "the funds should be supplied from the appropriations for national defense and administered by the Department of Defense as the Sawyer report suggests."

As for the government-owned Inland Waterways Corporation, operator of the Federal Barge Lines, Mr. Gibson would transfer it to the General Services Administration "for liquidation." Because "it has been demonstrated that this enterprise has no economic value," he would not have it carried on by the proposed new commission.

Administration of Wartime Controls

The agency he was proposing, the Santa Fe vice-president also said, would be preferable to an executive department for the administration of transport controls in a war period. "Experience in the last war," he explained, "demonstrated the capacity of members of the I.C.C. to take over wartime controls when appropriate authority was granted. The need in World War II for the creation of an Office of Defense Transportation, headed first by one and then another of these commissioners, grew principally out of the absence of full emergency powers in the . . . commission or elsewhere in the government over all agencies of transportation."

It was Mr. Gibson's view that this "defect" could be "cured" by legislation conferring on the proposed new commission powers like those exercised by O.D.T. Meanwhile, he had referred to what he called the "natural tendency" of an executive agency "to grasp and to keep alive" in peacetime any powers obtained in a period of war or other emergency. "Such a tendency is, to say the least, much less characteristic of a nonpartisan commission," Mr. Gibson added.

Among quotations used by the Santa Fe vice-president to support his proposal was that part of the late President Roosevelt's June 7, 1935, message to Congress which said it is "high time to deal with the nation's transportation as a single, unified problem." If it was "high time" for such action 15 years ago, Mr. Gibson suggested, "the reform is now long past due." What is needed, as he sees it, is "the impartiality, deliberation, expertness and continuity of policy that have marked the history of the I.C.C."

In placing before the subcommittee the National Grange's recommendation for the creation of a research agency to study the transportation problem, Mr. Goss said the proposal was based on the Grange's belief that no committee of Congress "can possibly devote the time for the necessary basic research to get to the bottom" of the problem. "We feel," he added, "that it is a very difficult problem deserving the full-time services of the ablest engineers, economists and transportation men in America for as long as might prove necessary to do a thorough job. . . . It probably will require at least two years or more to develop anything worthwhile."

Mr. Goss' general appraisal of the current transportation situation included an expression of his view that "we are headed for a crisis . . . unless something rather drastic is done." Among matters which he would have the proposed research agency study, are "duplicating" railroad facilities and service; "featherbedding"; the practicability of basing railroad taxes on "traffic handled"; the desirability of readjusting freight rates to encourage decentralization of industry; how the loss of "cream-of-traffic" business to truckers affects railroad freight rates on basic commodities; the highway damage caused by heavy trucks; and the effect on railroads of the competition of air carriers.

I. C. Suburban Loss Plea Backed by Outside Analysis

Commuter reaction to increased fare proposals of several Chicago suburban carriers has been directed particularly at apportionment of costs and losses which the carriers contend the service entails. As the result of newspaper "suggestions," the Illinois Central retained Price, Waterhouse & Co., accountants, to make an unrestricted, independent analysis of the road's suburban accounts. The firm's auditors were given "complete latitude and freedom to audit and question any method or practice we employ and are also to make any observation or comment regarding accounting rules and regulations to which railroads are subject."

Results of the study of suburban operations of 1949 show an operating loss $70,299 greater than that previously reported by the railroad. The I.C. had reported a 1949 loss of $265,551; Price, Waterhouse found the operating loss was $335,850 and added $207,756 interest on funded debt against suburban properties, making a total loss on suburban operations for the year of $543,606.

H. W. Fraser Dies; Stricken During Conductors' Convention

Harry W. Fraser, former president of the Order of Railway Conductors and chairman of the Railway Labor Executives Association died in Chicago on May 13. Mr. Fraser, a resident of Colorado Springs, Colo., was attending the Chicago convention of the O.R.C. and was stricken with a heart attack during one of the sessions on May 10. He died in a Chicago hospital two days later.

Roy O. Hughes, of Milwaukee, Wis., was elected by the convention to succeed Mr. Fraser, who had some time previously announced his intention to retire from active affairs of the 40,000-member order.

Switchmen's Strike Looms May 20 For 11 Western Roads

Demand for a 40-hr. work week with no reduction in pay is the principal issue involved in an impending switchmen's strike against 11 western carriers and terminal companies by the Switchmen's Union of North America. The strike may take effect any time after May 19, at which time the "cooling-off" period, specified by the Railway Labor Act, will have expired. At present writing there is no positive indication that the strike will be called as the carriers have not yet (May 15) received any formal notice of such action. However, the switchmen's union has refused to agree to an extension of time for the presidential fact-finding board whose members also compose the board currently hearing similar demands for the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. This refusal has been taken, in some quarters, as indicative of the temper of action which the union might take after May 19.

Carriers which would be affected by possible strike action include the Chicago

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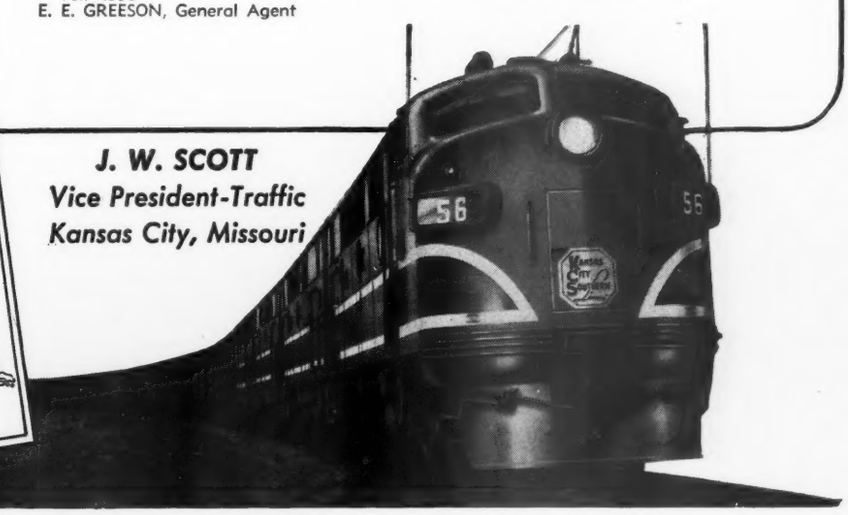
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Freight Car Loadings

Car loadings of revenue freight for the week ended May 13 were not available when this issue of *Railway Age* went to press.

Loadings for the week ended May 6 totaled 744,040 cars, and the summary for that week as compiled by the Car Service Division, Association of American Railroads, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 6

District	1950	1949	1948
Eastern	136,325	137,328	158,599
Allegheny	152,855	166,047	180,939
Pocahontas	59,650	63,878	73,476
Southern	122,366	115,667	142,887
Northwestern	104,204	119,290	129,490
Central Western	112,654	110,104	126,614
Southwestern	55,986	56,013	68,282
Total Western Districts	272,844	285,407	324,386
Total All Roads	744,040	768,327	880,287
Commodities:			
Grain and grain products	41,927	43,982	40,818
Livestock	9,577	10,506	14,623
Coal	150,147	157,235	188,049
Coke	14,276	14,185	14,104
Forest products	40,725	37,991	43,439
Ore	45,587	72,790	77,909
Merchandise l.c.l.	86,147	94,317	110,441
Miscellaneous	355,654	337,321	390,904
May 6	744,040	768,327	880,287
April 29	745,350	785,444	891,115
April 22	722,644	769,347	851,926
April 15	707,272	765,943	784,611
April 8	700,129	757,784	682,934
Cumulative total 18 weeks	11,746,550	12,803,156	13,916,485

In Canada.—Car loadings for the week ended May 6 totaled 73,928 cars, as compared with 75,148 cars for the preceding week and 74,354 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 6, 1950	73,928	31,893
May 7, 1949	74,354	32,240
Cumulative totals for Canada:		
May 6, 1950	1,248,344	547,287
May 7, 1949	1,303,261	573,231

Safety—Hackneyed Word But Vital Force

"The public's acceptance of rail transportation and of individual railroads is based, at least in good part, upon their reputation for safety in carrying passengers and freight," Wayne A. Johnston, president of the Illinois Central, told the Safety Section of the Association of American Railroads at the Midwest Regional Conference in Chicago, May 4. "Safety has played a large part in making the work of the railroads better in every way," he said. "It has saved lives; it has prevented suffering; it has preserved property; it has improved operations and increased efficiency, and it has improved our services. It gives confidence to the employee and to the customer. In short, it has been and is today, a truly creative force of the greatest magnitude on our railroads."

Mr. Johnston went on to say that to be effective. safety must permeate the entire organization of a railroad. The skills possessed by the personnel of a railroad are worth good hard cash, and safety is a device by which this unlisted but highly valued asset can be protected. Speaking of approaches to employee safety-mindedness, Mr. Johnston cited a method used by the I.C.

"In our shops and roundhouses, employee committees are used to make regular reports of safety hazards. These men are elected by their fellow workers. . . . Usually every second week, but sometimes more often, they make a thorough inspection of the place where they work. They do a painstaking job. A machinist may inspect the cinder pit, a carpenter the roundhouse, a steamfitter the machine shop. The assignments are revolved on the theory that the man on a particular job may become used to seeing the hazard, whereas a man from another department will spot it quickly. Their reports go to the master mechanic or the general foreman in the shop or roundhouse. He then checks with his supervisors for a correction or explanation. These committees take their work seriously and their reports are treated with equal attention.

"There is justifiable pride behind the statement, 'You are safer in a railroad train than you are in your own home.' It took generations of railroad men devoted to the ideal of safety to win that proud statement for the industry . . . . So long as we remain ahead of other forms of transportation in safety, we are going to attract a considerable amount of business by this one advantage alone."

Federal Aid Highway Act A "Sugar-coated Pill"

The Federal Aid Highway Act of 1950 is another link in the chain leading to socialization of transportation in the United States, Joseph H. Hays, Chicago, counsel for the Association of Western Railways, told the convention of the Order of Railway Conductors on May 3.

Speaking in Chicago, Mr. Hays said: "It is quite evident that certain selfish interests are attempting to place control of the nation's highways in the hands of the federal government." In addition to customary appropriations for federal-aid roads, the bill would grant the first $70 million toward financing a new "superhighway" system that will cost a total of $11 billion, he said. But "in this token appropriation there would be abandoned the traditional policy under which the federal government matches payments by the states." For this new system of superhighways, Mr. Hays continued, the federal government would provide three-fourths of the construction costs. "It is the same sugar-coated pill — something for nothing — that gullible and unthinking people reach for, only to discover later that a most expensive price was paid."

"Hand-in-hand with this proposal," Mr. Hays added, "is another bill supported by interstate truckers which would take away from the states the power to limit size or weight of trucks and trailers. This bill would authorize the Interstate Commerce Commission to establish weight and size limitations for trucks operating in interstate commerce when it concluded present, state-issued limitations were an interference with interstate transportation by trucks."

March Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for March and this year's first three months. The compilation, which is subject to revision, follows:

Item	Month of March 1950	Month of March 1949	3 mos. ended with March 1950	3 mos. ended with March 1949
Number of train accidents*	845	751	2,257	2,498
Number of accidents resulting in casualties	32	47	102	129
No. of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	75	74	204	213
Injured	70	81	189	207
Passengers on trains:				
(a)In train accidents*				
Killed	—	—	30	—
Injured	18	30	283	136
(b)In train-service accidents				
Killed	1	2	4	5
Injured	156	166	499	501
Travelers not on trains:				
Killed	—	—	2	—
Injured	60	54	196	196
Employees on duty:				
Killed	27	35	79	109
Injured	1,630	1,912	4,807	6,093
All other nontrespassers:**				
Killed	138	134	419	416
Injured	522	487	1,535	1,713
Total—All classes of persons:				
Killed	242	245	738	743
Injured	2,456	2,730	7,509	8,846

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of $275 or more to railway property. Only a minor part of the total accidents result in casualties to persons, as noted above.
**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

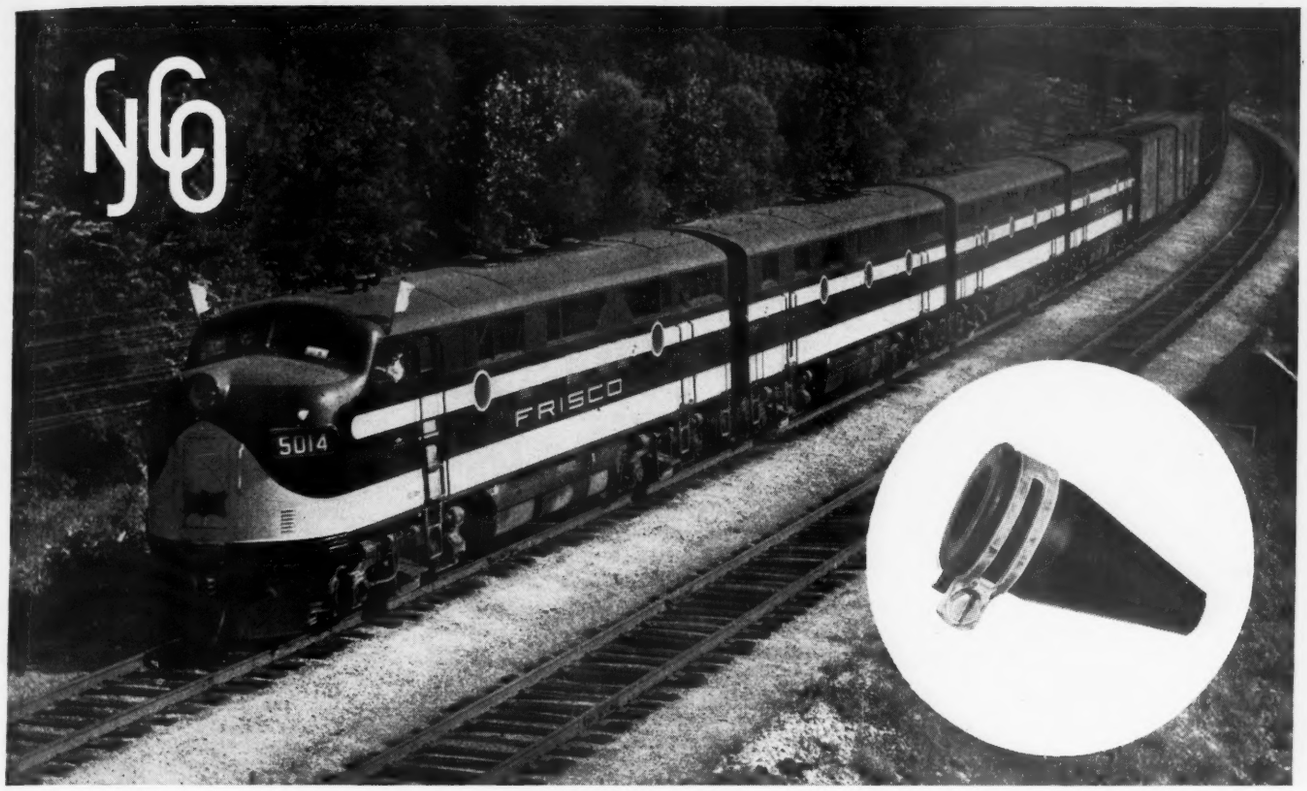
Persons:				
Killed	129	121	395	389
Injured	372	339	1,121	1,185

Five Roads Fined

The Interstate Commerce Commission has been advised that the Great Northern, the Northern Pacific, the Chicago, St. Paul, Minneapolis & Omaha, the Minneapolis, St. Paul & Sault Ste. Marie, and the Chicago, Milwaukee, St. Paul & Pacific were each fined $3,000 on May 8 in the United States District Court for the Western District of Wisconsin. A notice issued by I.C.C. Secretary W. P. Bartel said the fines were imposed after each of the roads had pleaded nolo contendere to three counts of an information charging violations of section 1 of the Elkins Act.

The informations charged that the roads

News Department continued on next left-hand page



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You're money-in-pocket with NYCO sanding performance. These efficient sanders provide long service life at low cost. Wearing parts are quickly renewable.

In addition to low maintenance costs, "pin-point" distribution of the sand permits important operating economies. Sand is conserved—there is less ballast contamination and you get greater mileage from tires, wheels and bearings.

Available for both steam and Diesel locomotives, these NYCO products provide increased availability of equipment—mean more profitable operation of your motive power.

The New York Air Brake Company

420 Lexington Ave., New York 17, N.Y. Plant: Watertown, N.Y.

had given concessions to the North Western-Hanna Fuel Company "by reason of their failure to assess and collect demurrage charges on empty cars placed on Hanna's tracks for loading." Hanna, too, was fined $3,000 on its plea of nolo contendere to three counts of an information charging it with receiving the concessions, Mr. Bartel also said.

P.E.I. Safe Transit Program Praised

A plea for wider manufacturer-shipper participation in the National Safe Transit Program of the Porcelain Enamel Institute was made by H. H. Young, freight claim agent, Pennsylvania, in a recent address before the American Ceramic Society's material and equipment division at New York. Such participation, Mr. Young asserted, would help materially in cutting the carriers' claim bill, while at the same time it would put the manufacturers in a much more favorable marketing position. To date, however, only "24 companies making appliances or enameled cooking utensils have been certified by the National Safe Transit Committee to use its complete test procedures for the packaged product. . . ."

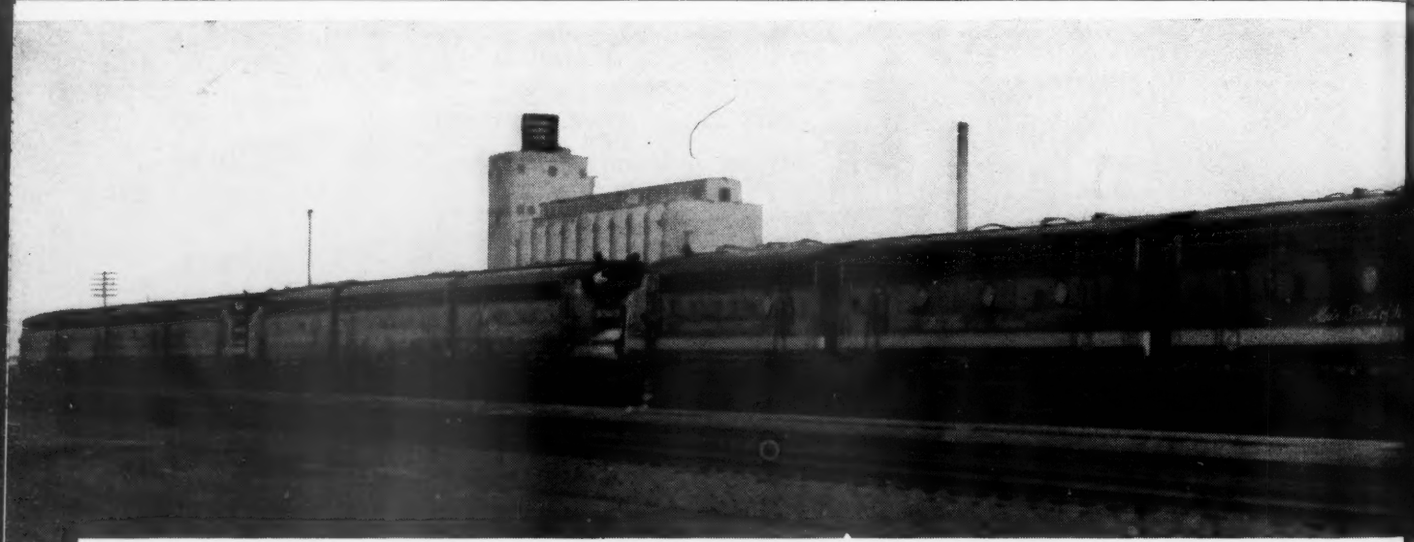
Mr. Young did not disguise the fact that, in his opinion, "possibly more than half the time, the carrier is at fault," where damage occurs. Nor did he minimize the seriousness to carriers of the freight claim bill, which, in 1949 "equalled just about one-fourth of the net income of all Class I railroads," and totaled $113,844,712. This was not the whole cost to the carriers, he went on, for more millions of dollars were spent in investigating and processing claims, for prevention work, etc.

Claim payments themselves, the speaker continued, were affected by the rise in prices during the period 1939-1948. The Interstate Commerce Commission has made a study which "shows that when these claim payments are adjusted to a 1939 base . . . the claim cost for 1948 would have been, roughly, $60,500,000 instead of $130,656,024. Hence, the claim bill for 1948 was 116 per cent greater than it would have been but for higher prices that had to be paid for everything lost or damaged. . . . On another basis, which allows for the large increase in volume of goods transported, loss and damage was $95 per million ton-miles for 1948 (deflated to 1939 prices) compared with $62 per million ton-miles for 1939" [an increase of 53.2 per cent]. Noteworthy, however, Mr. Young went on, was the decrease of 6 cents per hundred dollars of revenue paid out for claims, from 1948's $1.61.

The P.R.R. freight claim agent told the ceramic engineers, briefly, of the work the railroads are doing to prevent loss and damage. He asserted, however, that prevention work is not the responsibility of railroads alone. He stated that the mere filing and handling of a claim by the shipper or consignee probably cost him at least $3. Also, he continued, loss and/or damage is losing the manufacturer many customers, so it seems logical that the manufacturer should want to participate in prevention work. There are many chances for damage to manufactured products outside of those incidental to the rail haul, Mr. Young went on, citing a study made recently by a large merchandise house, which disclosed that much damage was attributable to improper car unloading methods and warehouse handling. Some of the points made in this survey were:

1. While unloading merchandise stacked two or three tiers high employees stood on lower tiers to reach the items above;

2. Crates containing such items as stoves, refrigerators, washing machines, etc., were dropped from upper tiers to lower ones or to the car floor;



WORLD'S BIGGEST LOCOMOTIVE?

She's nearly two blocks long . . . develops 16,500 horsepower . . . has the heft to haul a two-mile train. What a diesel! But wait a minute—a second look tells you that it's not really one locomotive—it's three! Actually, this is the way three brand new NP diesels, two freight and one passenger, were coupled together when they arrived in our yards from the manufacturer.

This portrait of power filled our photographer's lens to the limit. Yet it's only one small part of the overall NP progress picture—a picture that means faster and better shipping all along the "Main Street of the Northwest." Take a look . . .

POWER: We've added 154 new locomotives in the last 10 years—most of them fast-stepping, smooth-rolling diesels.

ROLLING STOCK: We've built and bought 13,500 freight cars—boxcars, reefers and tank cars, flat cars and ore cars, ballast cars and hoppers and gondolas.

3. Broken crates were stacked in warehouses, resulting in additional damage to merchandise; and

4. Merchandise was badly scratched due to failure to properly remove the steel straps used in bracing cars.

Recommendations for decreasing such damage are implicit in the description of how the articles are damaged, but the committee also made other recommendations, e.g., that freight handlers should not try to handle heavy items by themselves, that hand trucks should not be used as battering rams, that allowance be made for sufficient aisle space, and for repeated checks to assure that packaging practices are staying up to standard.

Part of C.P. Celebrates Its 100th Anniversary

The 100th anniversary of the oldest stretch of track on the Canadian Pacific's 20,000-mi. system was celebrated on May 1. Although actual construction on the C.P. as a transcontinental line began in 1881 and was completed four years later, a number of previously existing smaller lines were incorporated into the network. Among these was the St. Lawrence & Industry Village, which ran from Lanoraie, Que., on the St. Lawrence river, north to Joliette (formerly Industry Village). The original line of the St. L. & I.V., first opened to the public on May 1, 1850, is now an integral part of the C.P.'s present St. Gabriel subdivision.

When opened the St. L. & I.V. was the first railroad in Canada not a "portage" line, that is, it did not run from one body of water to another but served a town inland from the St. Lawrence. The first locomotive used on the line was the "Dorchester," built in 1835 by Robert Stephenson in England and first used on the Champlain & St. Lawrence, Canada's first railroad. Government reports for 1859-60 give average length for passenger trains on the line as two cars, while freight trains averaged six cars. Average speed then for the line's trains was 9 m.p.h.

Waybill Studies

Two additional waybill studies have been issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. They are Statement No. 5012, State-to-State Distribution of Petroleum Products, Traffic and Revenue—Terminations in the Year 1948; and Statement No. 5013, Distribution of Freight Traffic and Revenue Averages for Commodity Groups and Selected Classes by Rate Territories — Terminations in Third Quarter of 1949.

Cleveland C. of C. Issues Transport Policy Booklet

As a result of "a comprehensive study of problems facing the nation's shippers and carriers," made "in the interest of preserving private enterprise in our American transportation system," the Cleveland, Ohio, Chamber of Commerce has issued a 24-page report on "Preservation of Private Enterprise in American Transportation."

The report recommends that the chamber continue to oppose government ownership of any transportation agencies; that it oppose compulsory consolidations, but favor relaxation of restrictions against "coordination or integration of services and operations" of different agencies; that it oppose "in principle" government subsidies in commercial transportation; that it oppose continuation of the "eminently unsuccessful" Inland Waterways Corporation (Federal Barge Lines); that it support the proposition "that no facility for commercial transportation be constructed by the government until after a thorough and impartial investi-



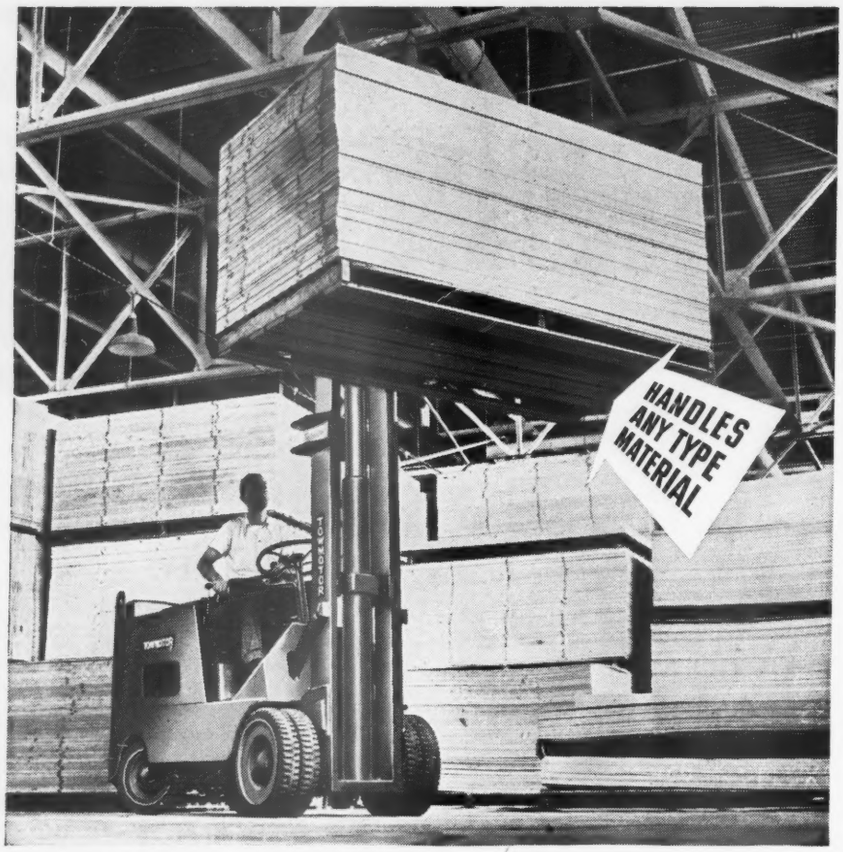
ROADBED: We've laid down 7 million yards of heavy rock and gravel ballast, 370,000 net tons of new rail, forest of ties. We've reduced grades, built bridges and tunnels.

STREAMLINERS: We've put on brand new all-room Pullmans, new "Day-Nite" coaches, magnificent Diner-Lunch cars, luxurious Observation Lounge cars. The six crack streamliners that bear the famous name **NORTH COAST LIMITED,** now offer more comfortable, more convenient accommodations than ever before!

All told, we've spent more than $150 million for better shipping and more enjoyable traveling between the Midwest and the North Pacific Coast.

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gation shall have indicated that the users are willing and able to pay for it"; that it support relaxation of government rate regulatory powers, while opposing "any proposal to require that carrier charges shall be made within narrow limits of fully allocated costs"; and that the chamber "continue its efforts to secure repeal of transportation excise taxes." Other recommendations oppose establishment "of any unified government planning board"; support "substantially as submitted" suggestions of the Hoover Commission; favor reduction in "perennial deficits" of the Post Office Department; and oppose "arbitrary" attempts to restrict common carrier service to "any specified limit of weight or size" or "to relieve any particular agency from rendering complete service within its physical capacities."

The chamber's transportation committee, which made the study, is headed by Hubert F. Fuller.

A.C.L. Combats Crossing Accidents

The Atlantic Coast Line inaugurated on May 1 a safety crossing program to combat the rising tide of grade-crossing accidents. The program will be carried out by the road's property protection department in cooperation with state and local police authorities. Motorists not observing warning signs or otherwise failing to make what is considered a safe crossing will receive a personal letter from the department telling them that they failed to take precautions necessary for complete safety.

Rail Enterprise Lags— Public Policies Held Cause

Progressive enterprise, in the face of adverse public policies, has afforded the only effective protection against collapse of the country's system of rail transportation, Z. G. Hopkins, special representative of the Association of Western Railways, told the City Club of Chicago recently, saying in part:

"The decline in incentive to railroad enterprise must be faced squarely and dealt with effectively if our system of private ownership and operation under public regulation is to be successfully continued.

"In a period when the railroads were performing almost one-third more service, and in which the wage rates of employees were more than doubled, the wages of capital invested in railroad enterprise were reduced $2¼ billion, without any allowance for decreased purchasing power of the dollar, or the higher living costs which affected individual owners of railroad securities as greatly as they did railroad employees. In the same period the federal income tax bill that the railroads were required to pay from earnings went up more than $5 billion."

Mr. Hopkins declared that railroad management had no control over the tax bill, and little power to deal effectively with employee wage rates or working rules, adding that:

"Public policies are responsible, more than other influences, for the decline in incentive to railroad enterprise. It is

equally clear that changes in certain of these policies are imperative if our railroads are to serve as well in days ahead as they have thus far, under an enterprise system that encouraged their construction and development.

"If what is immediately behind were accepted as indicating what is ahead for the railroad industry, so far as public policies are concerned, there would be little basis for faith that incentive to railroad enterprise will survive another decade."

New Haven Sells Two More Stations

Sale of its passenger station at Dover, Mass., has been announced by the New York, New Haven & Hartford. The purchaser, Herbert E. Thorson, of Dover, plans, the announcement said, "to renovate the half-century old structure and adapt it to the type of building to house a country store or other business acceptable to town zoning regulations." As in other recent sales of passenger stations (see *Railway Age* of April 8, page 44), the New Haven has retained rights in perpetuity so the new, and any subsequent, owner will provide sufficient facilities, as decided by the road, "to take proper care of passengers boarding or leaving trains at the station."

Acceptance of an offer of $60,000 from Quincy, Mass., for purchase of the New Haven station there also was announced. Actual conveyance of the property will take place shortly. Sale of the station to the city follows several months of negotiations between the railroad and City Manager William J. Deegan, and will include in addition to the station building, a considerable portion of railroad land now used as a parking area. City officials, it was learned, plan to continue the area as a parking place for commuters as well as shoppers in the business district.

I. C. Employee Awarded Honor Medal for Bravery

Clarence Homer Golden, Jr., a signal helper on the Illinois Central, has been awarded a medal of honor by President Truman in recognition of his "extreme daring" and bravery in saving the life of Mrs. Ruth Darnell at Mayfield, Ky., on May 25, 1949.

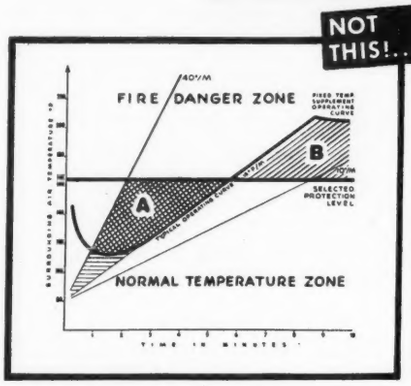
Mrs. Darnell, who some years ago sustained an injury to her knee and experiences some difficulty in walking, was crossing several tracks in the freight yard just south of the freighthouse at Mayfield when she tripped and fell on the main track, immediately in front of cars which were being pushed by an engine. Mr. Golden, who was on the freighthouse platform about 40 feet away, discovered Mrs. Darnell, jumped to the ground and ran to her assistance, grasping her under the arms and pulling her to safety just before the leading car passed.

In announcing the award, which had been recommended by the Committee on Award of Medals of Honor, the Interstate Commerce Commission said Mr. Golden "exhibited extreme daring and greatly endangered his own life." The

When seconds may mean lives!...

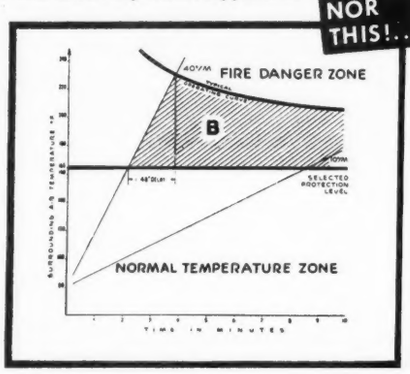
DETECT-A-FIRE

NOT THIS!...



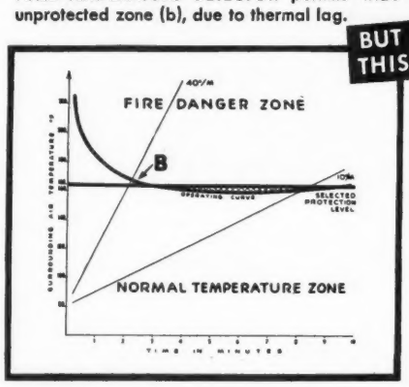
RATE-OF-RISE DETECTOR has dangerous false alarm zone (a), and unprotected zone (b), even with fixed-temperature supplement.

NOR THIS!...



FIXED-TEMPERATURE DETECTOR permits wide unprotected zone (b), due to thermal lag.

BUT THIS!



DETECT-A-FIRE'S instant response leaves only negligible unprotected zone (b), eliminates false-alarming.

Fastest-Acting, Most Fully Protective Device In The Field... Warns You In Time!

DETECT-A-FIRE operates on the exclusive Fenwal principle. Activating element is the *single-metal*, temperature-sensitive shell which, in direct contact with the air, reacts without lag. Approved by Factory Mutual Laboratories, listed by Underwriters' Laboratories, Inc., for ordinary and hazardous locations Class I, Groups C and D; Class II, Groups E, F and G for 25′ spacing.



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SENSITIVE...
but only to heat

FREE bulletin gives you complete details on amazing Detect-A-Fire. See how you, too, can improve your fire alarm and extinguishing systems. Just mail coupon.

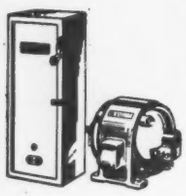
NAME.....POSITION.....
COMPANY.....
STREET.....
CITY.....ZONE.....STATE.....

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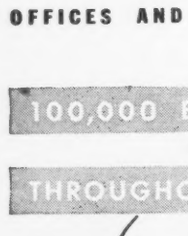
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ELECTRIC DRILLS, saws, screw drivers, nibblers, hammers, soldering irons; bench grinders; hand-operated tools of all types.

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4975

OFFICES AND WAREHOUSES IN OVER 100 PRINCIPAL CITIES

bronze medal was bestowed on Mr. Golden on January 30, and was the sixty-second such medal awarded since Congress enacted the Medals of Honor Act in 1905.

T.A.A. Announces Rail Panel

Ten railroad presidents make up the railroad panel of its National Cooperative Project, according to a recent announcement by the Transportation Association of America which also gave complete membership of other panels representing carriers by water, highway, air and pipe line, freight forwarders, and users of and investors in transportation.

The rail panel is headed by William White, president of the Delaware, Lackawanna & Western, and includes the following presidents: J. D. Farrington, Chicago, Rock Island & Pacific; Walter S. Franklin, Pennsylvania; F. G. Gurley, Atchison, Topeka & Santa Fe; P. W. Johnston, Erie; A. T. Mercier, Southern Pacific; H. C. Murphy, Chicago, Burlington & Quincy; Ernest E. Norris, Southern; Arthur E. Stoddard, Union Pacific; and Roy B. White, Baltimore & Ohio. Marion J. Wise, late president of the Central of Georgia, was also to have been on the panel. H. J. Wells, vice-president and general counsel of the New York, New Haven & Hartford, will serve as counsel to the panel.

The legal advisory group for the project as a whole includes George L. Buland and David I. Mackie, general counsel, respectively, of the S. P. and the D. L. & W.

State Courts Can't Interpret Labor Agreements of Railroads

Disputes between rail carriers and their employees, involving the interpretation of working agreements, must be settled by the National Railroad Adjustment Board and not by state courts, the U. S. Supreme Court ruled in two decisions handed down April 10. The two cases before the court were *Order of Railway Telegraphers v. Delaware, Lackawanna & Western* and *Order of Railway Conductors v. Southern.* Justice Black delivered the majority opinions, both of which reversed state court determinations, while Justice Reed filed a dissenting opinion in each case. The Supreme Court decisions said, in effect, that the Adjustment Board has exclusive primary jurisdiction in interpreting carrier-union collective bargaining agreements.

In the Lackawanna case, the dispute arose between the O.R.T. and the Brotherhood of Railway Clerks concerning the scope of their respective agreements with the railroad. Each union claimed for its members certain jobs in the Elmira, N. Y., yards. To settle the matter, the Lackawanna asked a New York state court to interpret the agreements and to enter a declaratory judgment in favor of the Clerks. The Telegraphers asked the court to dismiss the case on the ground that the Railway Labor Act left the state court without

jurisdiction. The court, however, entered the judgment as requested by the railroad, and the New York Court of Appeals upheld the decision on the basis that state courts could properly adjudicate such disputes without obtaining prior interpretation by the Adjustment Board.

The second case passed on by the Supreme Court was a dispute on the Southern in which certain conductors asked extra pay. The road asked a South Carolina state court for a declaratory judgment interpreting the agreement with the conductors' union as not requiring the claimed payment. The lower court first said it had no jurisdiction, but the state Supreme Court ruled otherwise, and the lower court then entered a judgment for the railroad. As in the Lackawanna case, the U. S. Supreme Court has now ruled the state court "was without power to interpret the claims of this agreement and adjudicate the dispute." Both cases are thus remanded for further proceedings "not inconsistent with this opinion."

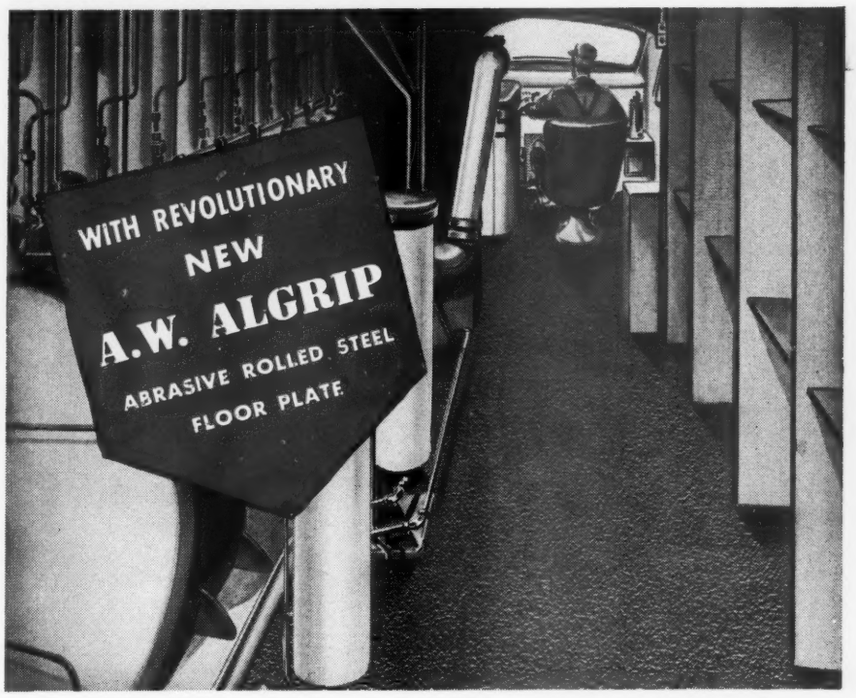
Discussing the reasoning by which it arrived at the present decisions, the high court recalled a decision handed down in *Order of Conductors v. Pitney*. In that case, the court said, it held that federal courts should not interpret carrier-union agreements prior to interpretation by the Adjustment Board. Speaking of the Lackawanna case, the court said the action involved was "remarkably similar" to that in the Pitney case. In the latter, the court found that the question of interpreting contracts was properly a determination to be made by the Adjustment Board, "a congressionally designated agency peculiarly competent in this field." The court then said that "this reasoning equally supports a denial of power in any court—state as well as federal—to invade the jurisdiction conferred on the Adjustment Board by the Railway Labor Act."

Justice Reed, in his dissent to the majority opinion in the two cases, said he thought the "court's decision lacks statutory basis." He said that nothing could be found in the federal statute "in express words or necessary implication" to indicate exclusive jurisdiction is vested in the Adjustment Board. The case at hand, he added, is a controversy relating to the interpretation of contracts, "a function courts have always performed, and 'it is not to be lightly assumed that the silence of the statute bars from the courts an otherwise justiciable issue'."

The dissent continued as follows: "Congress surely would not have granted this exclusive primary power to adjudicate contracts to a body like the Board. . . . When Congress has created these administrative agencies and special courts, it has carefully outlined their powers, provided stated protections for individual rights, and has furnished neutral officials. But here, although none of these protections have been provided the court finds an underlying purpose in Congress to abolish, without discussion, judicial jurisdiction."

Justice Reed also said in his opinion

NOW RAILROADS CAN END COSTLY SLIPPING ACCIDENTS PERMANENTLY



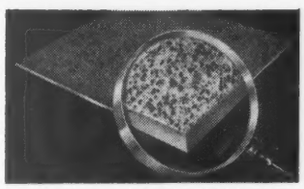
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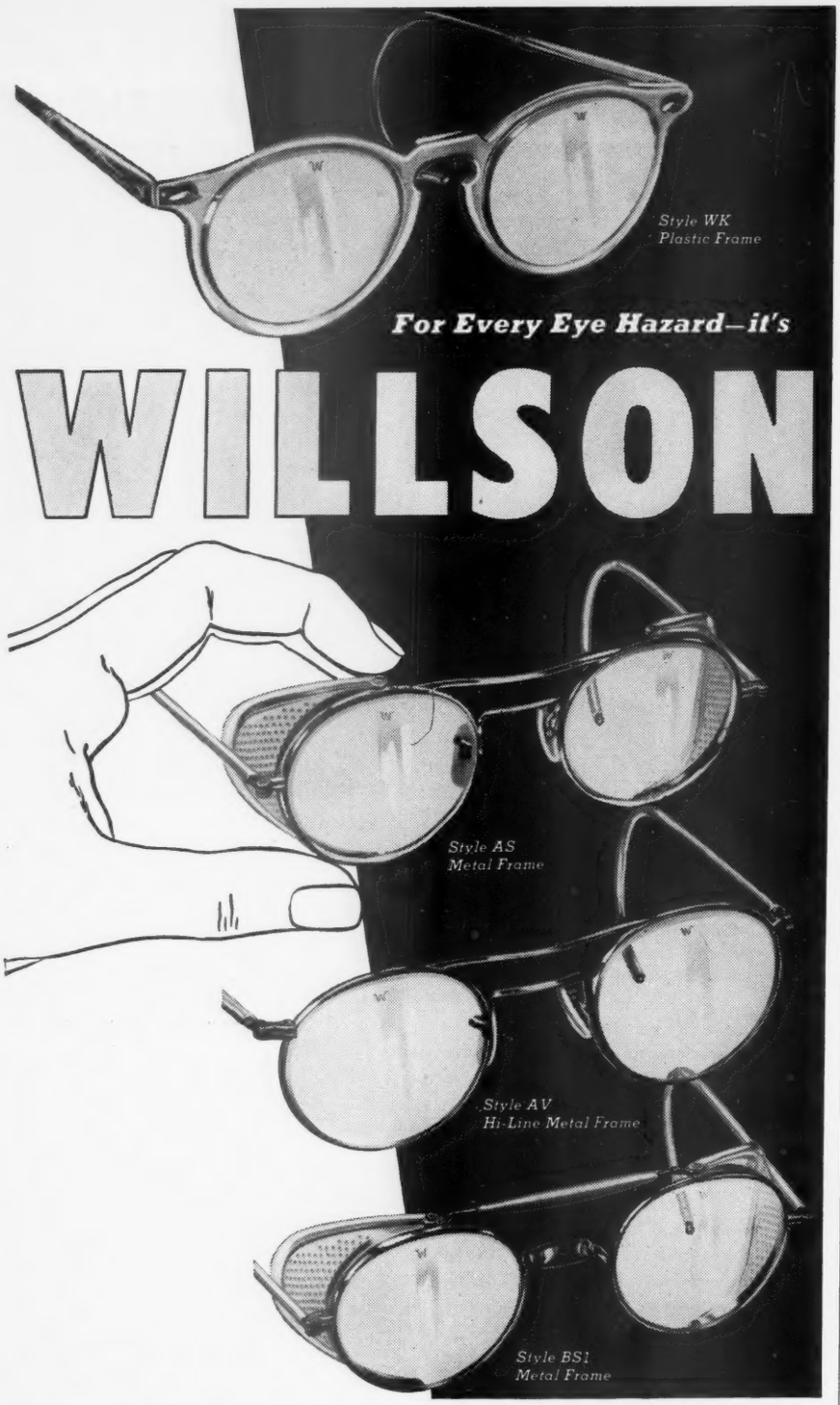
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that if it were necessary that the Board have exclusive primary jurisdiction over grievance disputes to preserve uniformity in its rulings, "Congress would hardly have provided, as it did, that carriers and railroads by agreement might set up system and regional boards independent of the National Board."

Intrastate Rate Cases

The Interstate Commerce Commission has found that undue discrimination against interstate commerce results from the Alabama Public Service Commission's refusal to authorize the Railway Express Agency to apply on Alabama intrastate traffic increases and classification changes approved by the I.C.C. for interstate application at various times between December, 1946, and June, 1949.

The commission's report was in the No. 30340 proceeding. It said that an order requiring R.E.A. to make the intrastate adjustment would be entered within 30 days unless the I.C.C. was notified that the Alabama Public Service Commission had permitted such adjustment.

In another intrastate rate case (No. 28881), the commission has made similar findings with respect to the Illinois Commerce Commission's refusal to permit railroads serving that state to apply the Ex Parte 162 and 166 increases to intrastate rates on coal moving from Illinois mines to Dixon, Ill. Here, too, the commission delayed entry of an order for 30 days to give the state regulatory body an opportunity to authorize the required adjustment. This decision was accompanied by a dissenting opinion by Commissioner Splawn, with whom Commissioner Cross agreed.

ORGANIZATIONS

National Safety Council Moves

The National Safety Council has moved to a new location in Chicago—425 North Michigan avenue, Zone 11. Inquiries for films and other railroad safety material, reviewed, from time to time, by this paper in its Current Publications section, should be directed to the council at its new address.

Dr. G. Lloyd Wilson, professor of transportation at the University of Pennsylvania, and director of education of the **American Society of Traffic and Transportation,** has announced that the third series of examinations in the society's certification program will be conducted June 8-9, at universities in Chicago; New York; Albany, N. Y., Rochester, and Buffalo; Boston, Mass.; Philadelphia, Pa., and Pittsburgh; Washington, D. C.; Baltimore, Md.; Richmond, Va.; Atlanta, Ga.; Knoxville, Tenn.; Youngstown, Ohio, Cleveland, and Cincinnati; Louisville, Ky.; Indianapolis, Ind., Anderson, and South Bend; St. Louis, Mo., and Kansas City; Minneapolis, Minn.; Milwaukee, Wis.; Tulsa, Okla.; Houston, Tex., and

Dallas; Denver, Colo.; Los Angeles, Cal., and San Francisco; Portland, Ore., and Seattle, Wash.

K. F. Emmanuel, general manager, Peoria & Eastern, was recently elected president of the **Indianapolis Chapter** of the **National Defense Transportation Association.** Among the recently elected officers of the newly organized **Columbus Chapter** of the N.D.T.A. are: Vice-president for rail, W. H. Napp, Pennsylvania; vice-president for industry, Nels J. Bonnet, Buckeye Steel Castings Company; and vice-president for distribution and warehousing, A. J. Holmes, National Carloading Corporation.

Railroad Enthusiasts, Inc., New York division, will hold its next meeting on May 24, at 7:45 p.m., in room 5928, Grand Central Terminal, New York. "Three Hundred Years of Rail" will be the subject of an illustrated talk by Peter T. McKinnery, of the publicity department of Oxweld Railroad Service Company. On June 10 the same group will sponsor a trip on the New York, New Haven & Hartford from New York to South Carver, Mass., to visit the Edaville Railroad.

A packaging and materials handling institute will be held at the **University of Southern California,** June 12-15, under the sponsorship of the **Southern California chapter of the Society of Industrial Packaging and Materials Handling Engineers** and the university's department of industrial engineering and extension division.

The **New York Skal Club** recently elected the following officers for the 1950-51 club year: President, George E. Hanson, passenger traffic manager, Swedish American Line; vice-president, Charles R. Speers, assistant vice-president, sales, American Airlines; secretary, F. J. Wild, assistant general passenger agent, Erie; treasurer, Benjamin D. Branch, secretary-treasurer, American Association of Passenger Traffic Officers; and assistant secretary-treasurer, Charles M. Coryell, president, Hostage Travel Service, Inc. The executive committee includes Birger Nordholm, general agent, Swedish State Railways; Thomas D. Slattery, resident vice-president, Associated British & Irish Railways, and Charles R. Van Horn, general passenger agent, Baltimore & Ohio.

SUPPLY TRADE

Norman W. Seip has been appointed sales manager, parts division, of the **General Electric Company's** locomotive and car equipment divisions, Erie, Pa.

Charles Edison, president of **Thomas A. Edison, Inc.,** for the past 24 years, has been elected to the newly created position of chairman of the board of directors, and **Henry G. Riter, III,** has been elected to succeed Mr. Edison as presi-



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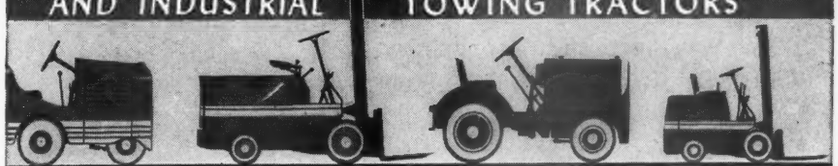
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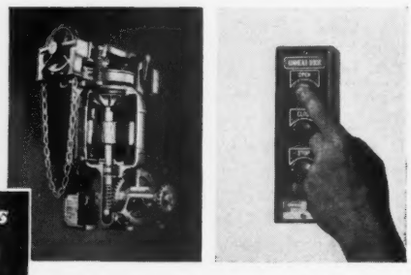
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dent. Mr. Riter has been a director of the company since October 1, 1946, and chairman of the executive committee since January 1, 1949.

The Baker Industrial Truck division of the **Baker-Raulang Company**, Cleveland, Ohio, has appointed the **Dillon Scale & Equipment Co.**, 3907 Elm street, Dallas 1, Tex., as district representatives for all but the southeast portion of Texas. All sales, service and engineering involving Baker industrial truck applications will be handled by a staff of materials handling consultants working under **John W. Gilliam, Jr.**, vice-president in charge of sales.

Fairbanks, Morse & Co. and the **Canadian Fairbanks-Morse Company** are entering the Canadian railroad Diesel locomotive manufacturing field by purchasing a substantial stock interest in the **Canadian Locomotive Company** of Kingston, Ont. Directors of Canadian Locomotive have approved the stock purchase plan and will submit it to the stockholders of their company at a special meeting on June 5. The company, founded 100 years ago, will be operated as a separate concern and its products will continue under the same name.

Walter S. Corneille, formerly western railway sales representative at Chicago for **SKF Industries, Inc.**, has been appointed manager of the railway sales department, to succeed **E. M. Harshbarger**, who will retire in July, after 23 years of service. Also, **George M. Goodloe** has been appointed to succeed Mr. Corneille as western railway sales representative. Mr. Corneille will have charge of all sales involving ball and roller bearing applications on steam and Diesel-electrict locomotives and passenger cars.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

P.R.R. Leasing 10,000 Cars Through Equitable Life Plan

The Pennsylvania has ordered, reportedly through the Equitable Life Assurance Society's rental plan, 10,000 freight cars costing over $50,000,000. In the order are 5,000 70-ton gondola cars (of which 3,000 will be built by the Pullman-Standard Car Manufacturing Company and 2,000 by the Bethlehem Steel Company), and 5,000 50-ton box cars (2,000 of which were ordered from the Pressed Steel Car Company, 1,500 from the American Car & Foundry Co., 1,000 from the General American Transportation Corporation and 500 from the Greenville Steel Car Company). This is the largest single order for freight cars placed entirely with contract car builders since 1924. An inquiry by the P.R.R. for 2,500 to 13,000 gondola and box cars was re-

ported in *Railway Age* of May 6, page 59.

The **Chicago & Eastern Illinois** has received authority from its board of directors to purchase 200 box cars at an estimated cost of $1,000,000.

SIGNALING

The **Nashville, Chattanooga & St. Louis** has ordered from the Union Switch & Signal Co. material to install a remotely controlled interlocking at Bruceton, Tenn. The order covers material required for making changes to the existing C.T.C. machine at Bruceton, to include control of the new interlocking; in addition to the code equipment, it involves N-2 color-light dwarf signals, M-22B electric switch machines and necessary relays, rectifiers and transformers. Field construction work will be handled by railroad forces.

ABANDONMENTS

Application has been filed with the I.C.C. by:

Texas & Pacific.—To abandon a branch line between Melville, La., and Gordon Spur, 10.9 mi. The application stated that the line is being operated at a loss, and "there is no prospect of increased revenue in the future."

Division 4 of the I.C.C. has **authorized:**

Denver & Intermountain.—To abandon operation under trackage rights over 14.9 mi. from Denver, Colo., through Clear Creek to Golden, and 9.9 mi. from Clear Creek to Lindsay. The trackage is owned by the Denver Tramway Corporation, which also owns the D. & I. Coal from a mine near Lindsay formerly produced about 95 per cent of the line's revenue, but the mine was closed March 1.

Des Moines & Central Iowa.—To abandon operation under trackage rights over 4.74 mi. of Des Moines Street Railway Company tracks between Des Moines, Iowa, and Fort Des Moines, which was decommissioned in 1946.

FINANCIAL

Arkansas Western.—*Extension of Bond Maturity.*—This affiliate of the Kansas City Southern has applied to the I.C.C. for authority to set back, from June 1, 1950, to October 1, 1975, the maturity date of its first mortgage, 6 per cent, gold bonds, which are outstanding in the amount of $1,075,000. The application stated that the K.C.S., holder of the bonds, has agreed to the extension.

Grand Trunk Western.—*New Director.*—S. F. Dingle, system vice-president of operations, Canadian National (of which the G.T.W. is a subsidiary), has been

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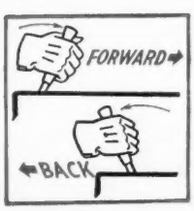
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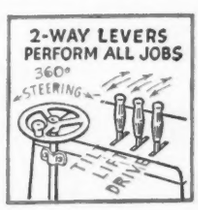
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elected to this road's board of directors to succeed the late N. B. Walton.

Kansas City Southern.—*New Director.*—William H. Saunders, Jr., of New Orleans, La., president of the International Lubricants Corporation, has been elected to this road's board of directors.

New Securities

Applications have been filed with the I.C.C. by:

Pittsburgh & Lake Erie.—To assume liability for $10,000,000 of equipment trust certificates to finance in part 1,500 70-ton high-side steel gondola cars and 1,000 55-ton steel box cars, all to be purchased from Despatch Shops, Inc. The gondolas would cost $5,477 each, and the box cars $4,885 each, making the total cost of the equipment approximately $13,100,500. The certificates, to be dated June 1, would mature in 10 annual installments of $1,000,000 each, beginning June 1, 1951. They would be sold on the basis of competitive bids.

Reading.—To assume liability for $5,430,000 of series S equipment trust certificates to finance in part 1,500 freight cars at an estimated total cost of $6,857,850. The cars include 1,000 50-ton, all-steel hoppers to be purchased from Bethlehem Steel Company at a unit cost of $4,362, and 500 50-ton, all-steel box cars to be purchased from the American Car & Foundry Co. at $4,992 each. The certificates, dated June 15, would mature in 30 semiannual installments of $181,000 each, beginning December 15. They would be sold on competitive bids.

Division 4 of the I.C.C. has **authorized:**

Nashville, Chattanooga & St. Louis.—To assume liability for $4,800,000 of series F equipment trust certificates to finance in part 43 Diesel-electric locomotives, costing an estimated $6,018,413. (See *Railway Age* of April 22, page 78.) The certificates, to be dated May 1, will mature in 15 annual installments of $320,000 each, beginning May 1, 1951. The commission's report approved a selling price of 99.418 with interest at 2¼ per cent—the bid of Salomon Bros & Hutzler and 3 associates—which will make the average annual cost of the proceeds approximately 2.35 per cent.

The certificates were reoffered to the public at prices yielding from 1.45 to 2.50 per cent, according to maturity.

Dividends Declared

Catawissa. — 5 per cent 1st preferred and 5 per cent 2nd preferred, both 75 cents, semi-annual, payable May 23 to holders of record May 9.

Delaware & Bound Brook. — 50 cents, quarterly, payable May 20 to holders of record May 13.

Philadelphia Germantown & Norristown. — $1.50, quarterly, payable June 4 to holders of record May 20.

Pittsburgh & Lake Erie. — $2 payable June 15 to holders of record May 24.

Pittsburgh, Youngstown & Ashtabula. — 7 per cent preferred, $1.75, quarterly, payable June 1 to holders of record May 19.

Virginian. — 62½ cents, quarterly, payable June 23 to holders of record June 9.

Average Prices Stocks & Bonds

	May 15	Last week	Last year
Average price of 20 representative railway stocks	42.00	42.58	39.76
Average price of 20 representative railway bonds	90.34	91.26	86.18

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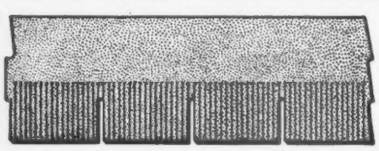
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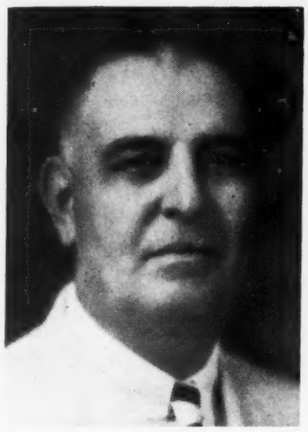
RAILWAY OFFICERS

EXECUTIVE

Clifford S. Leet, assistant to president of the Bessemer & Lake Erie at Pittsburgh, Pa., has retired after 47 years of service with that company. Mr. Leet was born at Conneautville, Pa., and received his education in the public schools and at Allegheny College, Meadville, Pa. (1899). He entered railroad service on January 10, 1901, with the Erie at Meadville and joined the B.&L.E. as instrumentman in January, 1903, becoming assistant engineer in May, 1906. From June, 1913, to December 31, 1914, Mr. Leet was on special assignments and on January 1, 1915, became land agent of the B.&L.E. and the Union. In May, 1936, he was appointed assistant general manager of the B.&L.E. and in October, 1946, became assistant to president.

Hugh L. Fulton, Jr., has been elected vice-president and comptroller of the Central of Georgia at Savannah, Ga., as reported in the *Railway Age* of April 29. Mr. Fulton was born at Savannah on January 23, 1888, and entered railroad service on October 1, 1904, as office boy

in the accounting department of the C. of G. He then served in various clerical capacities until July 31, 1911, when he became chief clerk in charge of passenger accounts. Mr. Fulton was appointed



Hugh L. Fulton, Jr.

executive chief clerk to the auditor of traffic on January 1, 1919; auditor of traffic on August 1, 1920, and comptroller on August 16, 1938.

Stanley F. Mackay, assistant vice-president of the New York zone of the New York, New Haven & Hartford at New York, has retired after 46 years of service.

Edward C. McHugh, secretary and treasurer of the Bessemer & Lake Erie at Pittsburgh, Pa., has been elected also vice-president, succeeding **Lewis W. McCoy,** who has retired after 53 years of service. Mr. McCoy was born at Ashtabula, Ohio, on February 7, 1880, and



Lewis W. McCoy

entered railroad service with the B.&L.E. on April 28, 1897. He was appointed traveling auditor on February 1, 1905; chief clerk in August, 1910; assistant general auditor in September, 1940, and comptroller on February 14, 1946. Mr. McCoy became vice-president on October 1, 1948.

M. P. Eckman, freight traffic manager of the Missouri Pacific Lines, at St.

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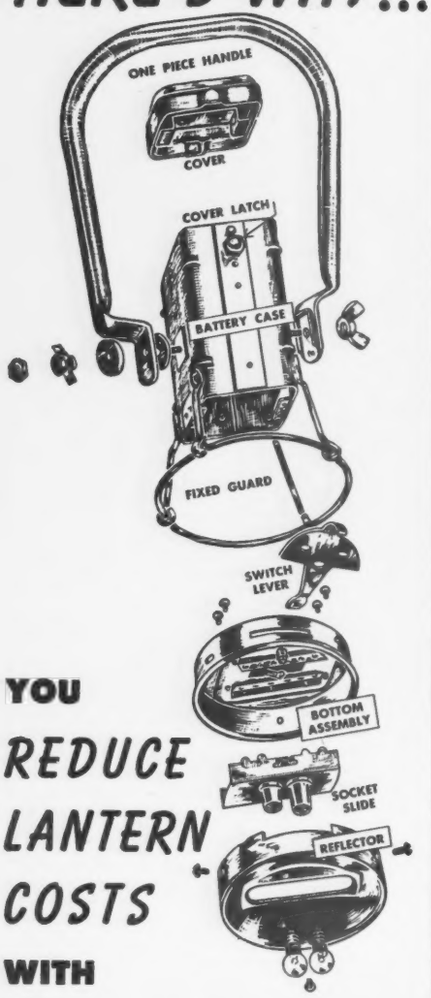
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Louis, Mo., will become executive representative at Denver, Colo., on June 1. He will be the official representative of the M. P. lines in Colorado and Utah, and will report directly to the head of each department with respect to matters pertaining to such departments. Mr. Eckman succeeds **F. E. Pennington,** who will become executive general agent at Kansas City, Mo., succeeding **H. L. Traber,** retired. Mr. Pennington will be the official representative of the M. P. lines at Kansas City, reporting directly to the head of each department with respect to matters pertaining to such departments.

FINANCIAL, LEGAL & ACCOUNTING

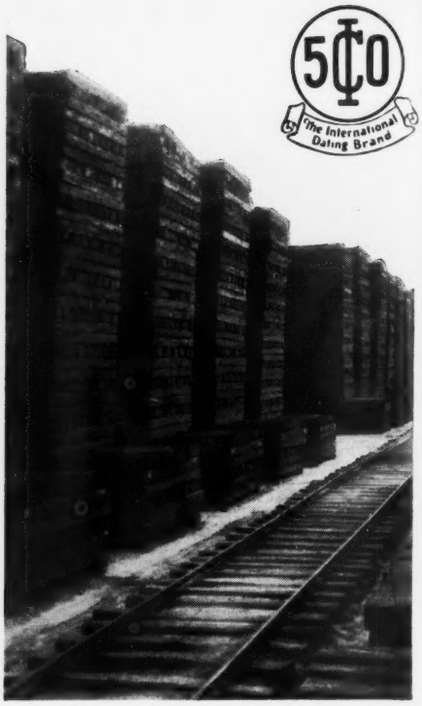
Y. D. Lott, Jr., general attorney of the Gulf, Mobile, & Ohio, at Mobile, Ala., has been promoted to general solicitor at that point. **Prime F. Osborn, III,** attorney at Mobile, has become commerce attorney.

A. J. Van Hee has been appointed treasurer and paymaster of the Terminal Railroad Association of St. Louis, with headquarters at St. Louis, Mo., succeeding the late **Charles C. Kratz.**

OPERATING

Walter L. Pfarr has been appointed manager station operations of the Baltimore & Ohio at Baltimore, Md., succeeding **Chester M. McKeen,** recently appointed vice-president of the ABC Forwarding Company at Baltimore. Mr. Pfarr has been with the B.&O. since 1918. He served as supervisor of station service at Baltimore before becoming agent at the Forest Hill terminal at Chicago, where he was stationed at the time of his recent appointment.

J. L. Sugden, general superintendent of sleeping, dining, parlor car and news service of the Canadian Pacific at Winnipeg, Man., has been appointed manager of that department at Montreal, Que., succeeding **T. M. McKeown,** who has retired on pension because of ill health. Mr. Sugden was born at Zephyr, Ont., on December 12, 1888, and attended Wells Business College, Toronto, Ont. He entered railroad service in 1904 in the express department of the C.P. and transferred to the accounting department the following year. He was appointed secretary to the general superintendent at Toronto in 1906 and in 1909 joined the sleeping, dining and parlor car department, where he has since remained, except for overseas service during World War I from January, 1916, to July, 1919. Starting in the department as a clerk, Mr. Sugden was appointed chief clerk at Calgary, Alta., in October, 1909, and transferred to Winnipeg, Man., in May, 1910. On February 1, 1913, he became inspector, Western lines, and after war service, became inspector and sleeping and dining car agent at Banff, Alta., in July, 1919; assistant to general superintendent at Winnipeg on February 1, 1924,



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and superintendent at Calgary, Alta., on January 1, 1937, transferring to Vancouver, B. C., on January 1, 1939. He has been general superintendent at Winnipeg since January 1, 1942.

TRAFFIC

Ernest J. Carr, whose appointment as freight traffic manager of the Illinois Central at Chicago, effective June 1, was reported in the *Railway Age* of May 6, was born in Chicago on July 9, 1896, and was educated in the public schools of that city. Mr. Carr entered railroad service in June, 1912, as an office boy with the I. C., and subsequently held various positions until 1931, when he became chief clerk in the traffic department. He

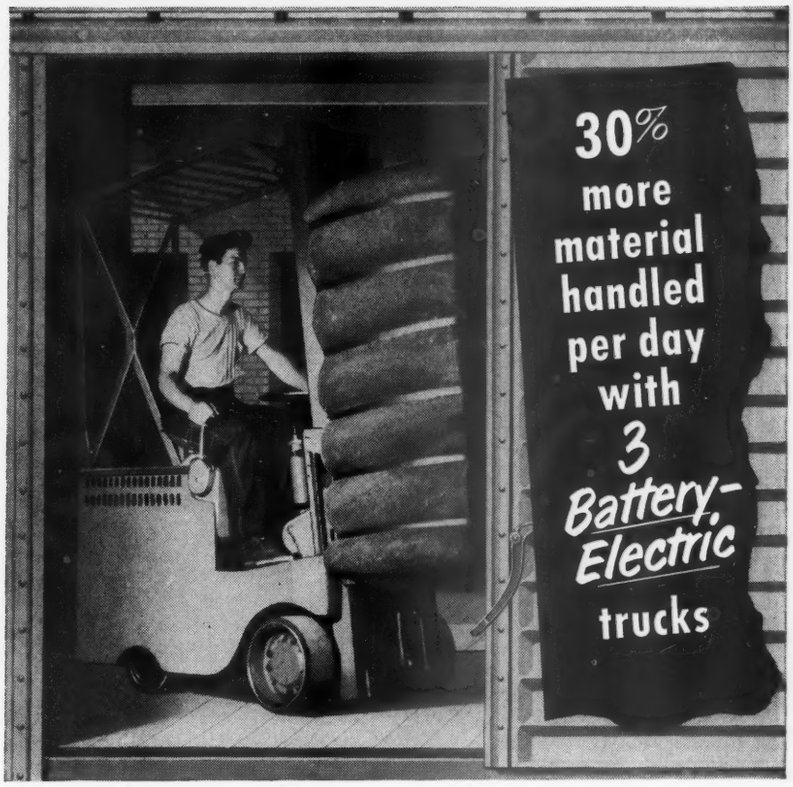


Ernest J. Carr

later served as office manager to the vice-president, and in 1936 was advanced to general traffic agent at Omaha, Neb. He was appointed to a similar post at Birmingham, Ala., in 1937, being transferred to St. Louis, Mo., in 1939 as assistant traffic manager. Mr. Carr was promoted to his present post as general eastern traffic manager at New York in February, 1945.

Maurice J. Mulconnery, who will become general traffic agent of the Illinois Central at St. Louis, Mo., on June 1, as reported in the *Railway Age* of May 6, was born at Belleville, Ill. Mr. Mulconnery entered I. C. service as a clerk in 1910, at St. Louis, and has served with that road continuously except for military service during World War I, when he was a sergeant-major in the Transportation Corps. Following the war he held traffic assignments at Chicago and Carbondale, Ill., until 1924, when he returned to St. Louis as city freight agent. His later duties included those of coal traffic expert and coal freight agent, and in 1941 he became commercial agent. He has been serving as general agent at St. Louis since 1949.

Clarence J. Royce, whose promotion to general freight agent of the Green Bay & Western at Minneapolis, Minn., was reported in the *Railway Age* of May 6, was born at Dawson, Minn., on February 17, 1898. He entered railroad service in October, 1916, with the Minneapolis & St.



Battery-powered truck takes a load into a freight car to stack for shipping.

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Louis at Minneapolis, and in 1922 left the M. & St. L. traffic department to become traffic manager for the Atkinson Milling Company in that city. Mr. Royce returned to railroad service in 1925 as chief clerk with the Canadian Pacific at Minneapolis. In October, 1927, he joined the G. B. & W. at Minneapolis as city freight agent, subsequently serving as general agent at that point. He held the position of assistant general freight agent there prior to his recent promotion.

Charles H. Campbell, whose promotion to general eastern traffic manager of the Illinois Central at New York, effective June 1, was reported in the *Railway Age* of May 6, was born on October 1, 1895, at Cincinnati, Ohio. Mr. Campbell attended night classes at the University of Cincinnati for two years, entering railroad service in April, 1911, in his native city with the Cincinnati, Hamilton & Dayton (now part of the Baltimore & Ohio). After serving in various positions until 1913, he went with the Cleveland, Cincinnati, Chicago & St. Louis, with which he held positions as assistant city ticket agent at Cincinnati and Cleveland, Ohio, and traveling passenger agent at Indianapolis, Ind. During World War I he held the rank of 1st Lieutenant in the U. S. Army. On his return from the Army Mr. Campbell served in various capacities with the New York Central until May, 1921, when he joined the I. C. as passenger agent at Cincinnati. Subsequently he held assignments in passenger and freight traffic at Evansville, Ind., Louisville, Ky., and St. Louis, Mo. In 1934 he became commercial agent at Minneapolis, Minn., and in 1942 was made general agent at Peoria, Ill., being advanced to general traffic agent in charge of the Louisville area in 1943. He was appointed assistant traffic manager of the St. Louis area in 1945, and promoted to his present position of assistant freight traffic manager at Chicago in 1946.

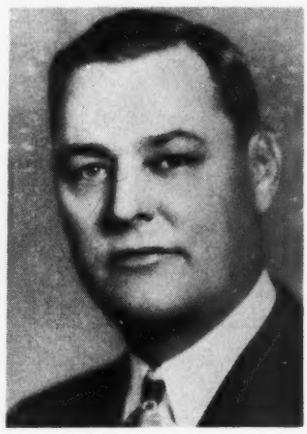
K. A. Trowbridge, city freight and passenger agent of the Northern Pacific at Kansas City, Mo., has been advanced to general agent at that point.

F. L. Sanders has been appointed general agent of the Midland Valley, the Kansas, Oklahoma & Gulf and the Oklahoma City-Ada-Atoka at Henryetta, Okla.

A. G. Sudhoff, district passenger agent of the Chicago, Burlington & Quincy at St. Louis, Mo., has been appointed general agent, passenger department, at that point.

Robert I. Wells, assistant to the chief traffic officer of the Missouri Pacific Lines at St. Louis, Mo., will become freight traffic manager in charge of solicitation at that point on June 1. He succeeds **M. P. Eckman,** transferred to Denver, Colo., as executive representative at his own request. On the same date **John M. Hrebec,** assistant general freight agent at St. Louis, will become merchandise traffic manager. **Walter B. Mueller,** division freight and passenger agent at East St. Louis, Ill., has been appointed general agent, freight department, at St. Louis, succeeding **Ashley Poyner,** who has retired after more than 30 years of service with the M. P. lines.

Rommie B. Smith, whose appointment as general coal traffic manager of the Illinois Central at Chicago, effective June 1, was reported in the *Railway Age* of May 6, was born on December 25, 1896, at Hartford, Ky., and received his higher education at Bowling Green Business School. Mr. Smith began his railroad career with the I. C. in the operating department in 1915. Following military service in World War I, he returned to that department as agent-operator on the Indiana division. In 1925 he entered the traffic department as commercial agent at Cairo, Ill., and subsequently served successively as traveling freight and passenger agent at Bloomington, Ill., traffic agent, coal department, at Carbondale, Ill., and commercial agent at St. Louis, Mo., and Peoria, Ill. He was advanced to assistant coal traffic manager at Chicago in 1942, and a year later became coal traffic manager at that point. Mr. Smith served as assistant traffic manager at Chicago from 1944 to 1945, when he was promoted to freight traffic manager there, from which post he will now be further promoted.



Rommie B. Smith

J. J. Donnelly, assistant general freight agent of the New York, Ontario & Western at New York, has been appointed general agent of the Toledo, Peoria & Western at that point.

Thomas J. Prendergast, whose appointment as general traffic agent of the Illinois Central at Chicago, effective June 1, was reported in the *Railway Age* of May 6, is a native of that city. Mr. Prendergast began his career with the I. C. as a secretary in 1926, and subsequently served in various capacities at Waterloo, Iowa, Omaha, Neb., and Kankakee, Ill. In 1936 he was appointed general agent in the mail, baggage and express depart-



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HOTEL CLEVELAND
Cleveland, Ohio

ment, and three years later became general traffic agent. He was promoted to his present position as general freight agent at New Orleans, La., in 1945.

Robert L. Runge, traffic representative of the Western Pacific at Stockton, Cal., has been appointed general agent at Fresno, Cal., effective May 31, succeeding **R. G. Randolph,** who is retiring after more than 28 years of continuous service.

The Chicago & Eastern Illinois has announced the opening of a new off-line freight and passenger business office at Salt Lake City, Utah. **R. K. Wilhelmsen** has been appointed general agent at the new office.

ENGINEERING & SIGNALING

W. E. Griffiths, engineer of track of the Canadian National at Montreal, Que., has been appointed assistant chief engineer of the Central region at Toronto, Ont., succeeding **A. V. Johnston,** transferred. Mr. Griffiths was born in England in 1901, went to Canada in 1911, and was graduated from McGill University in 1931 with the degree of B.S. in C.E. He joined the district engineer's office of the C. N. in



William E. Griffiths

1937, at Montreal, as concrete inspector. He became instrumentman, assistant engineer and assistant division engineer, and was appointed division engineer at Ottawa, Ont., in 1944. Returning to Montreal in 1946, he became division engineer, Montreal terminals. In August, 1946, he was promoted to general maintenance inspector, Montreal terminals, and in November, 1947, became engineer of track at Montreal.

OBITUARY

B. J. Schwendt, assistant signal engineer of the Cleveland, Cincinnati, Chicago & St. Louis, at Cincinnati, Ohio, died on May 9 in that city.

William R. McMunn, retired special assistant to vice-president and general manager of the Merchants Despatch Transportation Company, died on May 10 at the age of 74.

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